



latitude 38

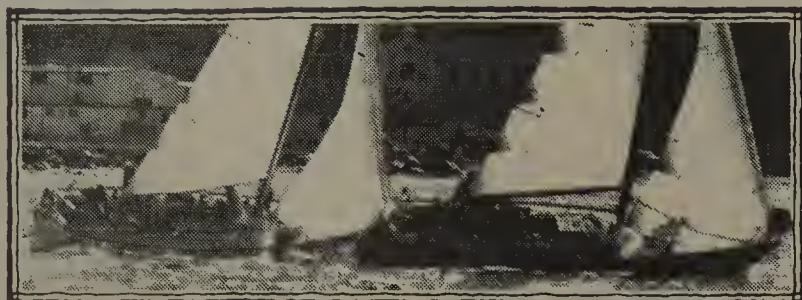
THE NORTHERN CALIFORNIA SAILING SHEET

VOL. 30 NOVEMBER

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CURRENT ACTION . . .

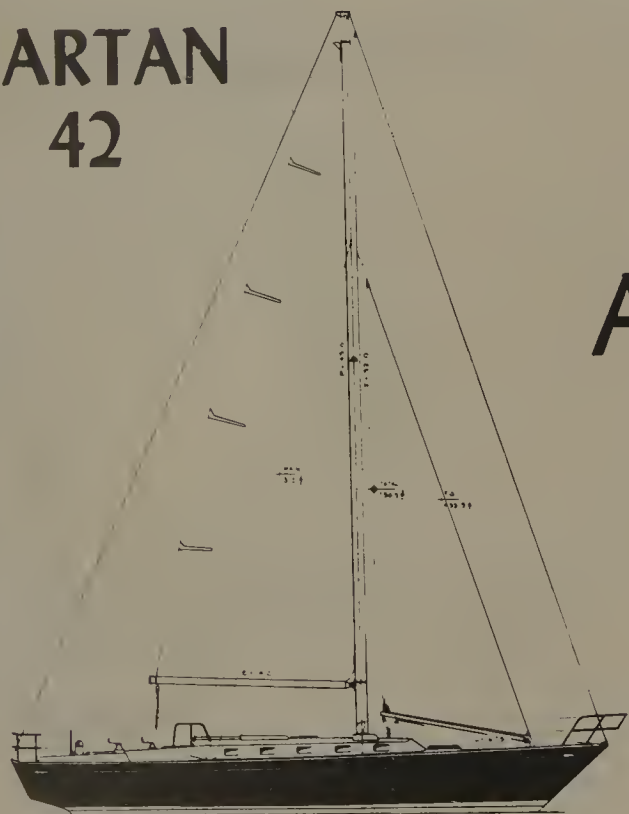
TARTAN 10



MOORE 24

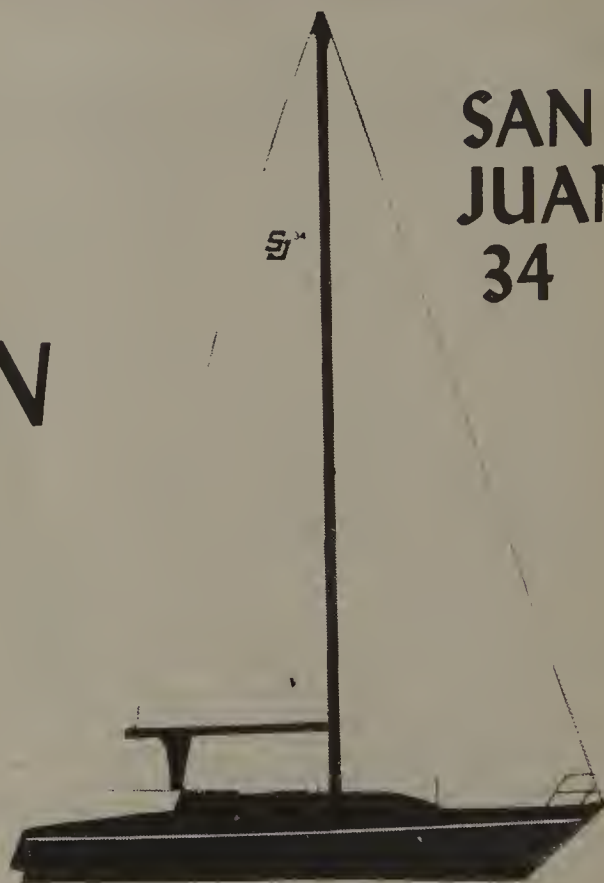


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GOOD GUYS FINISH FIRST

We first met Stan Hansen when his son, Glenn, suggested he buy a new sail for his Morgan 27 from Richards & van Heeckeren.

Stan has taken up residence here, but came to the states some years ago from his native Norway. Stan keeps a low profile, and you just don't notice him easily. He is a delight to be around, because he has a terrific sense of humor, he's always low key and has a twinkle in his eye.

Stan bought a Santana 20, "Mango," so he would have a smaller boat for sailing in the afternoons. "Mango" didn't race much, but whenever she did, she was the boat to beat.

Stan decided he wanted a boat which was slightly larger than the 20. So, he bought a Santana 525, "Viking." Somehow Glenn talked Stan into entering the YRA season to just have some fun.

And fun they had.

Stan and Glenn won the Season Championship hands down. Saying it this way is as understated as Stan and Glenn say things. What it means in common terminology is that they won every single race. They acquired a perfect score for the season.

Rumor has it that in one race another boat was celebrating victory because they finally had won a race. The problem was that no one could figure out where "Viking" had finished. No one had really seen her except at the start . . . but Stan and Glenn had quietly slipped away over the horizon to win the race. They had long since left for home, leaving the celebrating for the second place boat.

We congratulate Stan and Glenn for their phenomenal performance.



PHOTO BY DIANE BEESTON

★ "Viking," heading for the horizon.



415/444-4321

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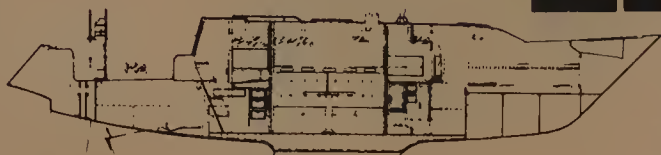
Richards and van Heeckeren

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321

SPECIFICATIONS

L.O.A. 37'8"
 L.W.L. 30'6"
 Beam 12'0"
 Displacement 14,000 lbs.
 Ballast 5,500 lbs.
 Draft 6'6"
 Headroom 6'4"
 Auxiliary 4 cyl. dsl.
 I.O.R.
 Rating Projected 29.8

Announcing the new Ericson/38



**A place to retreat to —
a retreat to go places.**



There are chalets at Gstaad, cottages on Nantucket, condos at Waimea.

And then there is the Ericson/38.

She offers qualities of comfort that the rich accept as standard, in a marine setting that restores vitality to the soul, with the promise of clipper-speed passages to new ports of call.

She is more in a production yacht than your own designer could have created in 38 feet. She is swift and able to move from port to port, and buoy to buoy, with ease that will make her at home among the racing elite.

She is the unexampled Ericson/38.

Her accommodations include an immense main saloon with a four-person dinette and an all-media entertainment center, complete with fireplace and two-place game table.

Her head includes not only a mirrored, cabineted vanity, but a separate, enclosed shower stall with a built-in sauna seat. Her double-berthed stateroom aft includes the navigator's station with chart table and provision for electronic instruments. This stateroom opens fully to the main saloon, but closes up tightly for night-time privacy.

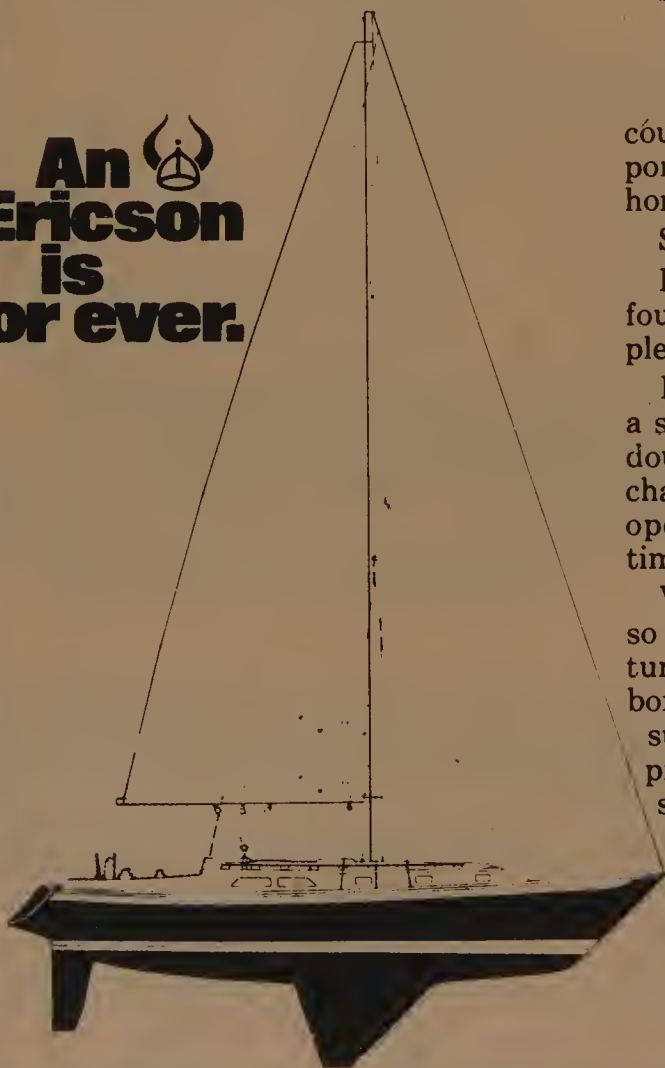
Were it not aboard a yacht, her galley might be called a kitchen, so complete is it and well thought out. It has all of the usual features, of course, such as four burner stove with oven, a large ice box and separate dry stores locker, double stainless sinks, pressure water, and storage drawers and cabinets. But in addition it provides such surprises as a liquor well, a wine rack, and two swing-out dinnerware cabinets.

We could go on. About her teak work, her illumination, her sleeping spaces, her stowage, and on. But we'll save enough surprises for you to make your first visit aboard one you'll never forget.

The new Ericson/38. The best we know how to do.

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With Flicka you can finally afford to make your getaway now in a true cruising yacht built to sail any sea in the world. Pacific Seacraft's economical Flicka is literally in a class by herself, with no other boat in her size offering the quality and features she has. She's heavily built, trailerable, and the perfect choice for the serious cruiser.

Pacific Seacraft offers so many ways to own a Flicka that one of them is bound to be just right for you. Whether you're looking for a cruiser that's ready to sail away or you're the ambitious craftsman who'd like to build his own Flicka, you can find both at Pacific Seacraft, as well as others in various stages of completion.

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If you ever thought that a blue water cruising yacht was out of your price range, it's time to think again. With Flicka you don't have to spend your life dreaming of cruising, you can get away now.



Flicka
LOA 24'0"
LOD 20'0"
WL 18'2"
Beam 8'0"
Draft 3'3"



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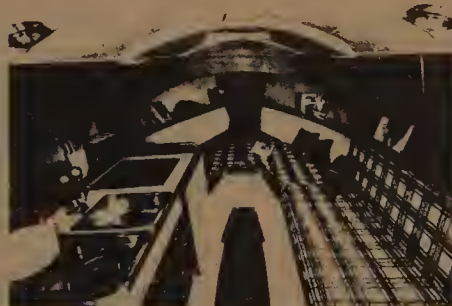
A cruising boat that's fast

Flicka has a Marconi rig. This simple rig carries more canvas than most boats in this size range because of the extremely stable hull design,



Flicka brings astounding speed to a cruising sailboat. (You won't believe this until you sail her.)

and results in performance that means quick passages.



Below deck Flicka is remarkably spacious and comfortable. She's designed to carry 1/4 of a ton of cruising stores and personal gear.

Living space you won't believe

You might expect a boat of this size to be cramped inside. Not so. With an 8' beam and a full 6' headroom, Flicka has more accommodation space than boats 30% larger.

Forward is a big double V-berth. To starboard is a comfortable settee that doubles as a bunk. On the port side is counter space to house a complete galley. There's plenty of room for work areas, ice box, sink, storage, and a 2 burner stove. Aft of the galley is a comfortable quarter berth. And aft on the starboard side is a large hanging locker.

Built to sail the seas

Flicka is designed with all the quality and safety features traditionally built into every Pacific Seacraft model. Her hull is hand laminated to specifications that exceed many 30 footers. Her spars and rigging are oversize and constructed to take the strains and stresses of true offshore cruising. The deck is a one-piece molding with a plywood core for side decks and foredeck. End grain balsa is used for the cabin roof core. Deck to hull connection is made with a double-sealed flange, polyurethane bedded and through-bolted through an extruded, anodized, aluminum toe rail with 1/4" 18-8 stainless steel bolts. All these features and others result in a boat of tremendous strength, built to take you safely across any sea.



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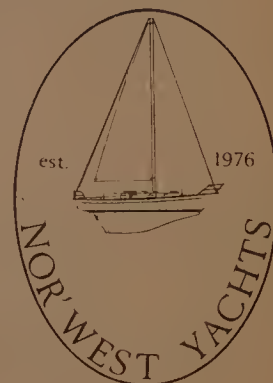
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The **NOR'WEST 33** has evolved from the combined experience of those who know the requirements of a blue water yacht and no compromise is made in selecting the proper hardware and equipment that matches the builder's effort to deliver a complete yacht that will provide decades of problem free service.



The **NOR'WEST 33** is built for the discriminating buyer who appreciates her single handed capabilities and enjoys the appointments that accomodate six in comfort. We will build twelve of the yachts in 1980; and for that reason, we pay particular attention to each yacht that we build and the person who buys it. This attitude is just the beginning of why the **NOR'WEST 33** is a special yacht worth your investigation.

STANDARD EQUIPMENT AND FEATURES INCLUDE: ★ Pedestal steering, brake, guard and engine controls ★ Teak grate in cockpit ★ BARIENT winches ★ BOMAR opening portlights and hatches ★ Chrome-bronze stemfitting with anchor roller ★ Bow and stern pulpits, ★ Double lifelines w/h two gates ★ STERN painted aluminum mast ★ Internal wire to rope halyards ★ Sealed beam spreader lights ★ YANMAR 20HP diesel ★ Lead backed acoustical engine insulation ★ WILCOX marine head & holding tank ★ WILCOX bronze thru-hulls w/h seacocks ★ Two 30-gal. S/S water tanks ★ Hot/cold pressure water ★ Shower w/h teak grate ★ C.N.G. S/S stove and oven ★ Salt water foot pump in galley ★ Two 85 amp 12 volt marine batteries ★ 110 volt shore power ★ Mainsail, headsail, & running rigging.

The 1980 NOR'WEST 33 is now on display at Mariner Square.

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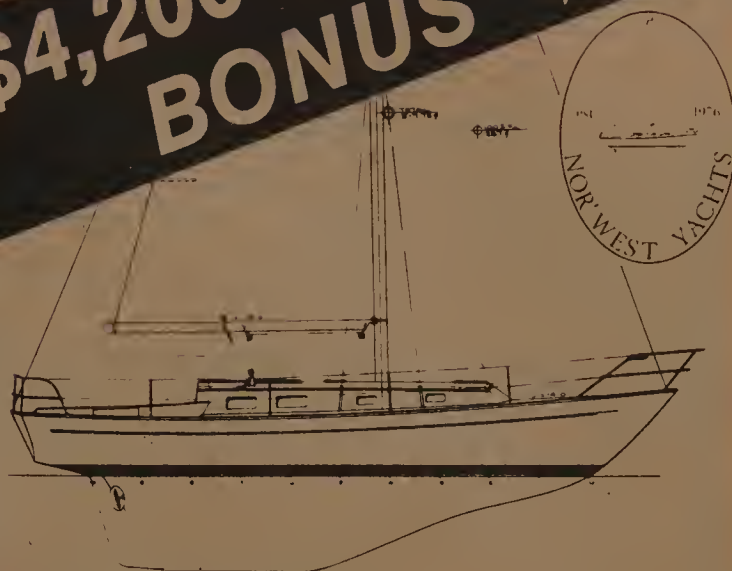
Richard Spindler — Editor & Co-Publisher
Kathleen McCarthy — Advertising Manager & Co-Publisher

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'the northern california sailing sheet'

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SPECIFICATIONS:

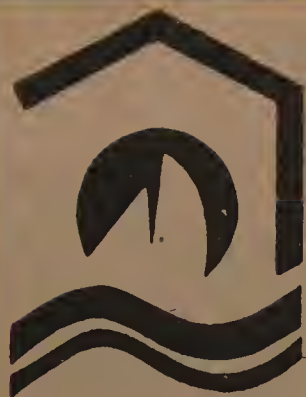
1980 NOR'WEST 33 SPECIFICATIONS

- | | |
|---------------------------|-----------------------------------|
| • LOA 33'-6" | • Sail Area 518 sq. ft. |
| • LWL 25'-0" | • Fuel 30 gal. |
| • Beam 10'-0" | • Water 60 gal. |
| • Draft 4'-9" | • Aux. Pwr. 20 hp dsl. |
| • Displ. 12,000 | • Headroom 6'-2" |
| • Ballast 5,300 | • Designer: |

Wm. Burns, N.A.

★ Orders received and accepted before Dec. 15, 1979, will receive over \$4,000 of builder installed instruments and equipment including: ★ the pedestal mounted combi-data center (depth sounder, wind direction/speed, knotmeter, long and trim functions,) ★ compass, ★ instrument control panel, ★ bronze thru hulls for instruments. You'll also receive ★ 6 life jackets, ★ 2 fire extinguishers, ★ a fog horn and ★ bronze bell, ★ a Danforth anchor, ★ chain and ★ 200' rode. In addition, a complete canvas package of mainsail, winch and binnacle covers plus bottom paint, commissioning & freight will be included on all early orders.

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LETTERS

Latitude 38,

My compliments on the photos of the *Windsurfers* by Louis Kruk, October issue.

I have recently become involved in windsurfing and found it to be the excitement of water skiing — the challenge of attacking the open sea on a surfboard — and very much like the smooth, swift ride in the wind on a hang glider.

I was seeking high speed excitement and physical challenge, indeed I have found in it the new water sport that offers the *true* sailing experience.

After researching the available brands offered in the U.S. and Europe, I have purchased a XXXXXXXXXX made in XXX XXXX and offered by XXXXXXXXX, XXXXXXXXXX-XX, XXX XXX, XXXXX. XXXXXXXXXX is the performance windsurfing machine and no way would I trade it for anything else.

Rich Buchanan

Rich — We hope you don't mind our editing your letter just a bit. The enthusiasm you feel for windsurfing comes across like a bolt of lightning — and that's great. But so does your preference for one particular brand of equipment — and that's not so great in this particular context. No hard feelings, we hope.

Dear Sirs,

I WANT IT!

Enclosed is \$7.50. Your September issue was sent to me by Walter Crump. I sell inflatables in the midwest, your liferaft issue was super — there sure is a lot of crap on the market.

If you think rafts are bad, check into safety harnesses — XXXXXXXX and XXX-XXXX are pure junk. I'm enclosing a catalogue sheet on XXXXXXXX harnesses. They work. See them on October cover of *Sail* and in the Fastnet story. I even slept in mine in the Chicago to Mackinac Race.

Sincerely,
Chip Bradley
Glenview, Illinois

P.S. Make sure I get October issue.

Chip — We're reluctant to have a distributor comment on a competitors products. Even if we assume that all your evaluations are accurate, readers will rather naturally be suspicious of prejudice on your part.

What would be most helpful is not identifying brands X and Y as pure junk and brand A as being good, but rather identifying the qualities inherent in any good safety harness.

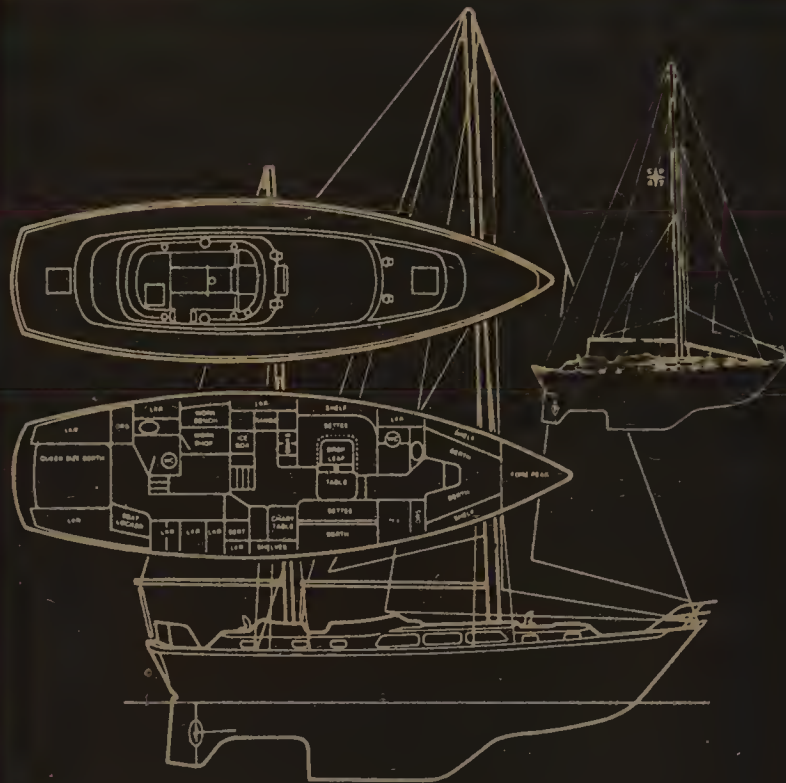
Thank you for writing.

Latitude 38,

First, I want to commend *Latitude 38* for the excellent in-

the **NEW** **CARIBE PERRY** **47' & 41'**

by Robert Perry



Caribe Perry 47 — also available in 41'

The Caribe Perry 47 and 41 are beautiful, fast, easily handled cruising yachts by Robert Perry — one of the world's leading modern yacht designers. Superior performance without compromise is the main feature of these close winded vessels.

They offer ideal displacement, quick response to the helm, directional stability provided by the placement and shape of the rudder/skeg combination and relatively high hull speed under power.

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THE RECORD

1979 Block Island Race Week

IOR Class H

1. *Stajon*
2. *Obsession*
3. *Windquest*
4. *Magic*
5. *Splurge*

1979 Chicago-Mackinac

IOR Section 6

1. *Escape* (5th overall)
2. *Can-Can* (7th overall)
3. *Gold Rush*
5. *Rebound*
6. *Park West*

1979 Port Huron-Mackinac

IOR Class E

2. *Candence*
- PJRF Class G
2. *Hot Fudge*

The Peterson 34 won the 1979 Yachting One-of-a-Kind Regatta. *Tonka*, sailed by Harry Hibbs was 1st in class in SCYRA Midwinters. Also 1st in class and fleet in the Whitney Series.

A Peterson 34 won the Governor's Cup in the Great Salt Lake. Kent Ross in *Clark Kent* who won the San Francisco Bay Peterson 34 Championship (next year to become the Peterson 34 Nationals) was 2nd in the Cabo San Lucas Race.

The list is seemingly endless, and remember this is a stock boat. A genuine stock racer/cruiser!



With such a remarkable racing record, many prospective owners are shocked when they first step below for inspection. The warm and elegant interior sleeps 8, with a private forward cabin, double quarter berth, 2 settee and pilot berths. Full standing headroom, L-shaped galley, 3-burner stove w/oven, folding dining table. Large navigator's station. Enclosed head and generous storage areas.



Never before in history has a production yacht of this size brought so much silver to so many owners all over the country. And the Peterson 34 is a beautiful cruising yacht with graceful lines and gentle manners. It's a joy to race or cruise with a family crew!

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LETTERS

formation you present. I enjoy your articles and pay special attention to the letters you publish.

Second, I am interested in Hunter boats and ask if you will run a letter requesting all owners of Hunter boats in the Bay Area to contact me. I am specifically interested in any commissioning, warranty, or after delivery service owners are having. I am also interested in hearing from any prospective buyers of Hunter boats.

Respondents can call me at (408) 733-1048 on Monday and Thursday nights or send a response to: J.T. McManus, 980 Michelangelo Drive, Sunnyvale, CA 94087.

Thank you and keep up the good job.

J.T. McManus

J.T. — Our pleasure to be of assistance. Any other folks out there want to find out about a certain boat? Well, drop us a line, and we'll gladly print your request.

Greetings to the folks at L-38:

I've been an avid reader of your mag. for quite some time now, and save my copies religiously. Imagine my consternation to find that, due to a recent move to Seattle, I've no copies for April, May or June of this year. Accordingly I'm enclosing a few bucks for mailing and maybe a round for the staff, in hopes that you have some back issues laying around.

I've also enclosed a check for Diane Beeston's calendar. I work for one of the largest marine wholesalers in Seattle, and all anyone has over their desks are pictures of cows and barns and things, except for one guy in purchasing who has a diagram which tells him what a "jib sheet" or a "downhaul" is. So, I thought I should try to improve the environment.

Anyway, thanks for doing a great job. You're light years beyond the national slicks in editorial content.

W. Russell
Seattle, WA

W. — Thanks mucho. Maybe you'd be the guy who could tell us who in the Seattle area might want to pass out a few free bundles of 38's every month.

Ahoy Mates:

For about a year I picked up copies of *Latitude 38* in Santa Cruz, but the free lunch is over. Your sheet is so popular the copies have been whisked away before I arrive. So it's time to pay up!

You seem to be doing a lot of right things — basic among them, I think, is your decision to *keep it simple*. I hope you continue to avoid the glossy, full-color look.

Some things I'd like to see: An in-depth boat-of-the-month feature dealing with new and old boats common in local waters (with specs and critical comments.) A "Rube Goldberg" column offering innovative ideas, shortcuts, etc.

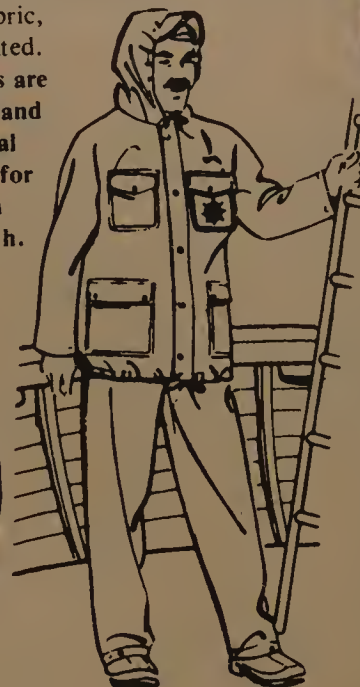
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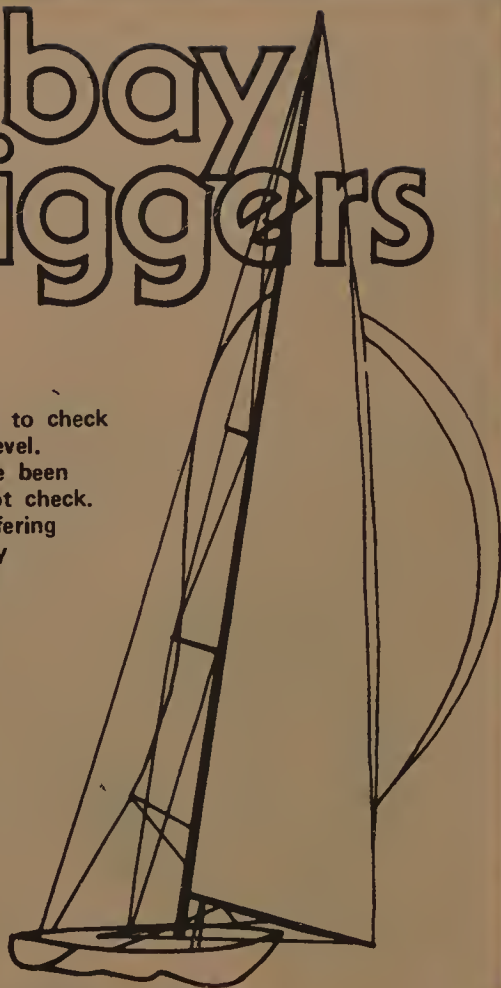
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bay riggers

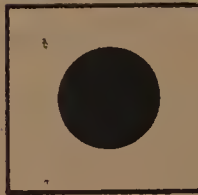
LOOK ALOFT!

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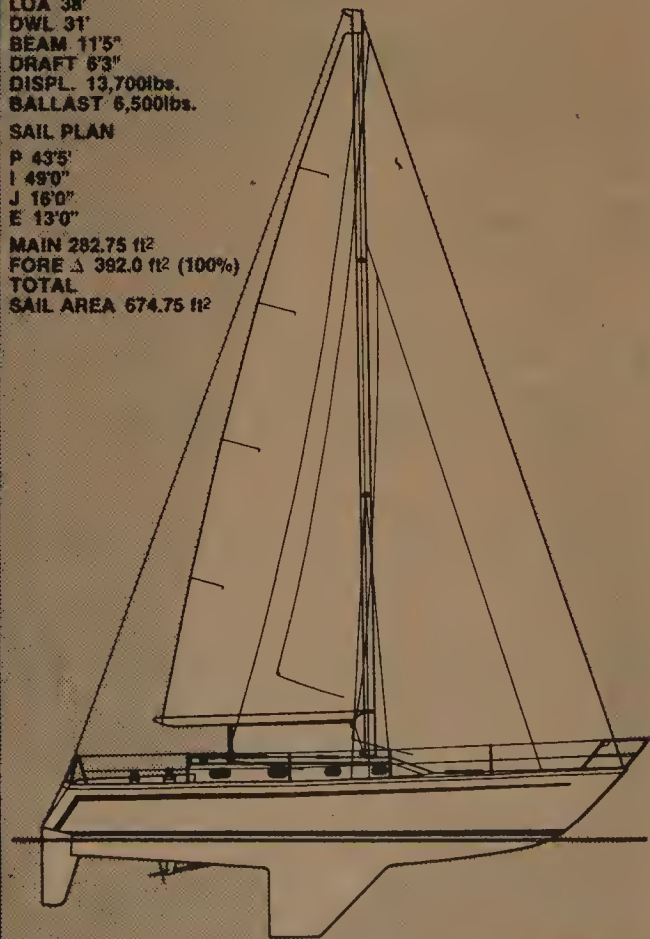
C&B 38

LOA 38'
DWL 31'
BEAM 11'5"
DRAFT 6'3"
DISPL. 13,700lbs.
BALLAST 6,500lbs.

SAIL PLAN

P 43'5"
I 49'0"
J 16'0"
E 13'0"

MAIN 282.75 ft²
FORE Δ 382.0 ft² (100%)
TOTAL
SAIL AREA 674.75 ft²



Designed by Chuck Burns, N.A.
Built by C&B Marine, Santa Cruz, Ca.

The C&B 38 is a limited series cold molded wood cruising boat along the same lines as Topaz, our very successful 36 footer.

Two feet longer, a little leaner, a fast cruiser capable of beating off a lee shore when the weather turns nasty, the C&B 38 is a true luxury yacht.

Straightforward lines with just enough tumblehome give the boat an aesthetic grace and form stability to complement her high ballast ratio and allow full use of all her sail power.

The hull is cold molded in a unique manner to provide a very high stiffness/weight ratio, thermal and sound insulation and several buoyancy compartments to provide positive buoyancy if flooded.

Glass/epoxy hull surface and linear polyurethane (LPU) give the C&B 38 an easily maintained, durable and beautiful finish.

Efficiency and easy of handling for two people were of prime consideration with halyards led to the companionway area and a house-top traveler. An anchor locker recessed into the foredeck and anchor roller simplify setting the hook. Teak decks are standard on this fine yacht.

Below deck features include an aft enclosed head, double quarter berth, chart table, centerline sinks and secure galley location—all aimed at safety, security and comfort for the cruising couple.

Forward are port and starboard settee berths and a drop leaf table. Forepeak interior arrangement is optional; double berths to port, V-berths or sail bins with pipe berths over.

A Pathfinder diesel engine (VW Rabbit), pressure hot and cold water system, and optional refrigeration system further reflect the quality and convenience designed into this yacht.

C&B Marine custom builds the C&B 38, C&B 44, Farr 38, 44 and 55, Wyllie 36, or your custom design, including sport and commercial fishing boats, using modern cold mold wood techniques.

C&B MARINE

CUSTOM BOATBUILDERS 1053 SEVENTEENTH AVENUE, SANTA CRUZ, CA. 95062 (408) 478-7494

LETTERS

submitted by readers. More coverage of Monterey Bay. Less salt and more poetry.

Enclosed is \$7.50 for a year's subscription and an SASE for your bumper sticker.

G. Grenfell
Salinas, CA

Dear Lat 38,

Tell Gregg Calkins to go piss on his own rope. It's obvious that Calkins can't tell the difference between crass photos (sorry, *Latitude 38*, but you stooped to a new low with the Antigua pics) and class photos (your big boat spread in the October issue.)

Kitty Katz
Noted Foredeck Feline
San Francisco

Dear Latitude 38,

I just love your sailing sheet, so here's \$7.50 for another year. I'm buying a 32' Clipper Marine & I would like some information on them. I have never seen anything on them — maybe your readers could help us.

Bob & Nancy Pike
Mendocino

Bob & Nancy — As we understand it, *Clipper Marine* went belly up several years ago. The *Clipper 32*, we believe everyone will agree, was a 'price boat.' We'd recommend a very thorough survey, and some careful consideration before sailing in the ocean. Maybe some of our readers will write in with their information and experience.

Dear Latitude 38,

I just returned from a weeks vacation to find our box of *Latitude 38*'s waiting for our Club. This is the third month we have enjoyed your generosity and speaking for the almost 100 member families in the Diablo Sail Club, let me say they are thoroughly enjoyed and looked forward to each month.

The magazines are distributed at our monthly meeting in addition to any planned activities or Fleet meetings within the Club.

Again, many thanks from your readers at DSC.

Wayne Baber
Diablo Sail Club
Walnut Creek

Wayne — Your kind words really made our morning. Thank you, and all the members at the *Diablo Sailing Club*.

Latitude 38 would like to remind all sailing clubs that we'll be happy to send you — FREE — all the *Latitude 38*'s you'd like to pass out. Just give us a call at (415) 332-6706.

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Getting a good start is the most important part. The time & attention a cadet receives in the early stages of sail training will significantly affect the sailor's confidence & competency. Confidence developed through strong disciplines always achieves. With each new skill acquired, the cadet is gradually escalated through the curriculum in a comprehensive and thorough manner. Close attention to detail and practice are strongly emphasized. Discussions become more alive; you are more analytical. You are participating now; you have something to say. Then evaluation. When you are ready, you make your first solo sail. Just you and the boat.



She moves easily under you and answers your every gentle request, a memory inerasable for the rest of your life. Well, from here it's up to you; the doors are open. Coastal cruising with your family and friends, racing a spirited yacht with a well organized and efficient crew, sailing as a paid professional or exploring romantic islands. Whatever your choice, there is a tremendous amount of knowledge to gain and we are here to help you realize your goals in our marine environment. Take the advantage, get a good start, and let experience give you a hand.

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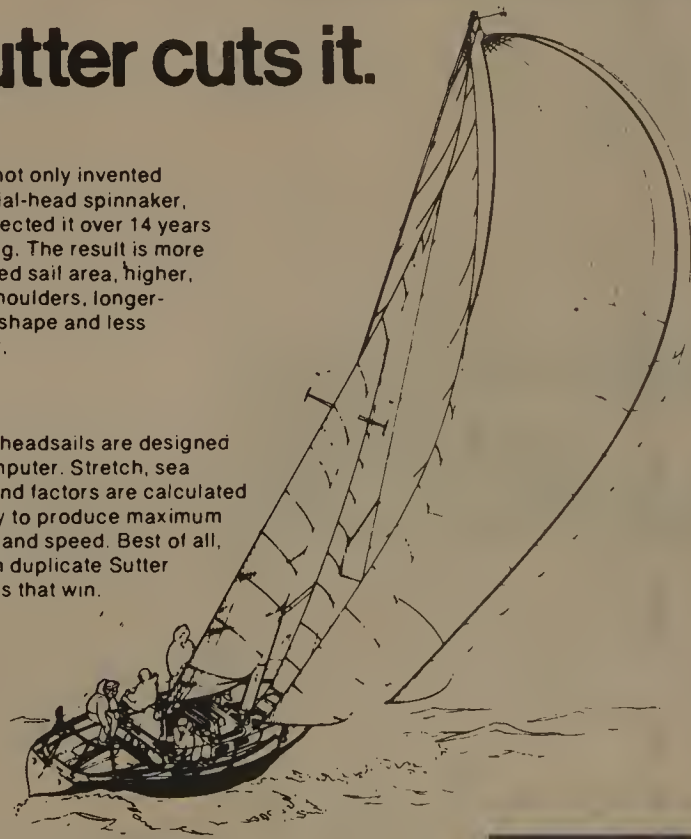
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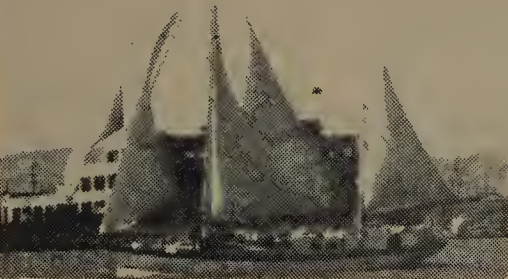
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AMF ALCORT/PACESHIP 26 — A stiff, rugged quality yacht that will please the cruiser & racer. Hal, famous world sailor & author, says "the hull of the PY28 is as heavily laid up as some 31' & 32's I have inspected." Every Pacship is warranted for as long as the original owner owns the boat. Demonstrator, complete only \$22,750.



50' ALDEN MALABAR KETCH — '26. One of the famous series of Maisbars, she is a fast, comfortable passage maker. Accommodations for 7, a Perkins 4-71 dsl., dinghy w/Seagull OB, VHF, & more. Owner transferred & asking \$70,000. Sistership.



41' OVERSEAS 41 KETCH — A great live aboard & long distance cruiser. A long list of equip. Includes Perkins 4-108 dsl. eng., 7 sails ('75), & more. A great cruising value at an asking price of \$66,250.

41' SPARKMAN & STEPHENS YAWL — Completely cruise equipped & in excellent condition. New full cover, 8 sails, Volvo dsl., 4-man liferaft, VHF, Fatho, RDF, Hydro Vane self steerer, propane gelley stove, & this is only a partial list of her gear. This is a beautiful, fast, easy to handle yacht that is good for living aboard or for that long cruise. She is a good value for that particular person that is looking for a well maintained, classic wood yacht. She is at our docks & her asking price is \$69,500.

SELECTED BROKERAGE YACHTS

48'	WM. HAND KETCH	\$87,000
47'	FC SAMSON SCHOONER	85,000
47'	BEISTER STEEL YAWL	82,500
42'	DE GAFF SCHOONER	76,000
41'	SWAN	145,000
41'	CT — AFT CABIN	70,000
41'	ALDEN MOTORSAILER	68,000
40'	OWNES CUTTER	30,000
40'	NEWPORTER	55,000
40'	GARDEN SLOOP	40,000
38'	FARALLON CLIPPER	31,500
37'	ISLANDER	45,000
36'	FARR 1-TONNER, new	72,500
36'	PETERSON 1-TONNER	65,000
36'	STEEL CUTTER, will trade	27,500
36'	F.W. STONE SLOOP	25,000
36'	CROCKER KETCH	36,500
35'	LION BY CHEOY LEE	38,000
35'	OHLSON YAWL	41,500
35'	STONE BUILT CUTTER	24,000
34'	CT 34 CUTTER, almost new	51,700
34'	FORMOSA 35	41,250
33'	TAHITI KETCH	25,000
32'	ISLANDER 32, neat & clean	27,500
32'	ARIES, FG	35,000
32'	MARINER 32, FG	2 from 45,700
32'	COLUMBIA BY TRIPP, '76	36,500
32'	MONTEREY MOTORSAILER	28,000
32'	DANISH PILOT SLOOP	26,500
32'	NORWEGIAN MS	39,500
30'	FRIENDSHIP SLOOP	35,000
30'	SANTANA SLOOP	36,800
30'	CORINTHIAN SLOOP	6,500
30'	CAL 30, '66	23,700
30'	DANISH MOTORSAILER	20,750
30'	VEGA 30 MOTORSAILER	36,500
30'	ATKIN SCHOONER, '67	36,500
29'	CASCADE, '77	29,500
29'	CASCADE, '62	16,500
29'	ERICSON	27,000
28'	ISLANDER, dsl	33,500
28'	NEWPORT 28	22,000
28'	SCANDANAVIAN SLOOP	12,950
27'	ERICSON	2 from 19,000
26'	WESTERLY CENTAUR	16,900
26'	COLUMBIA MK I	9,500
26'	THUNDERBIRD	2 from 4,800
25'	FRISCO FLYER	10,500
25'	CROSBY YAWL	9,900
25'	BAHAMA 25	7,500
24'	CAL T/4	6,500
24'	COX SLOOP, inb	9,500
22'	COX SLOOP	6,000
21'	SPITZGATTER	7,200
20'	MERMAID	4,000
19'	TEAK LADY	5,200



40' HAIDA IS SERIOUSLY FOR SALE, & to prove it, her owner just lowered his asking price to \$49,750. She is well equipped; Yanmar dsl., 8 sails, Avon 6-man liferaft, Arles self steering vane, VHF, RDF, AM/FM stereo system, AWI, knotmeter, & more.



37' GARDEN KETCH — A very well maintained, truly traditional cruising yacht, built in '65 by Far East Marine of mahogany on oak. A partial list of her gear includes Perkins 4-107 dsl. eng., 7 sails, 110 gals. water, 120 gals. fuel & more; asking price of \$50,000.



36' CASCADE SLOOP (FG) '73; Cruise equipped w/Westerbeke dsl., 50 gals. fuel, 45 gals. water, head w/holding tank, VHF, fathometer, RDF, Sharp Tiller Mate auto steerer, pulpits & lifelines, 3-burner propane gelley stove, main, jib, 130% & storm jib. Asking price of \$40,000.

36' ANGLEMAN SEAWITCH KETCH — built in '65 of cedar planking on oak frames, & bronze fastened. Completely equipped for cruising or living aboard, she has a BMC dsl. eng., 6 sails, 150 gals. water, 100 gals. fuel, heavy duty ground tackle w/electric windlass, galley has Kenyon propane stove & 110v-12v refer & freezer. VHF, depth finder, RDF, AWI, wind speed, knotmeter w/log, 8' lepreche dinghy, & more. This is a fine example of a traditional cruising yacht, & best of all — a slip is available w/the purchase of this fine yacht, all for the asking price of \$43,500.

LETTERS

Latitude 38,

Maybe you can help us, but it is a shot in the dark. Recently we read in one of the local papers (not sure which one) about a new book which will be of much interest to us and people in our area. The only thing I remember is that the publisher was from Corte Madera. The subject matter is an event of US Naval history, a disaster off the coast near here which had been written about earlier as "The Tragedy at Honda."

You are the only Corte Madera publisher my eye ran across in the Marin Yellow pages. Might you be the publisher we're looking for or do you know who is?

Thanks.
Kathy Mullins
The Book Loft
Solvang, CA
(805) 688-6010

Kathy — It's not us, but we're printing your letter because it's likely one of our many attractive and intelligent readers can help you.

Latitude 38,

The emergence of sailing clubs as an alternative to yacht ownership is an encouraging trend, and the Lorelei Women's Sailing Club promises to be a good example.

But when Lorelei proposes that "costs on both the club membership and lessons will be held to a minimum and will be considerably lower than any other club in the area", they are probably comparing themselves primarily to commercial schools and clubs, while inadvertently overlooking a 300-member organization called the Cal Sailing Club.

Located in the Berkeley Marina, CSC owns three 22-foot Ensigns, eight Lido 14's, four Lasers, plus some Windsurfers, Sunfish, and an assortment of high performance derelicts. Memberships costs \$30 per quarter (less than one-sixth the cost of belonging to Lorelei), and there are no initiation or security deposit fees. Lessons are free, and qualified members and their guests enjoy unlimited use of the boats.

Not that we think the Lorelei Sailing Club is a bad deal — quite the contrary, having seen their literature it appears they will offer a good program, specially for women, and we wish them the best of luck. However, the Cal Sailing Club values its exclusive position in the bargain basement of sailing clubs and challenges any organization to offer as much sailing for as little money.

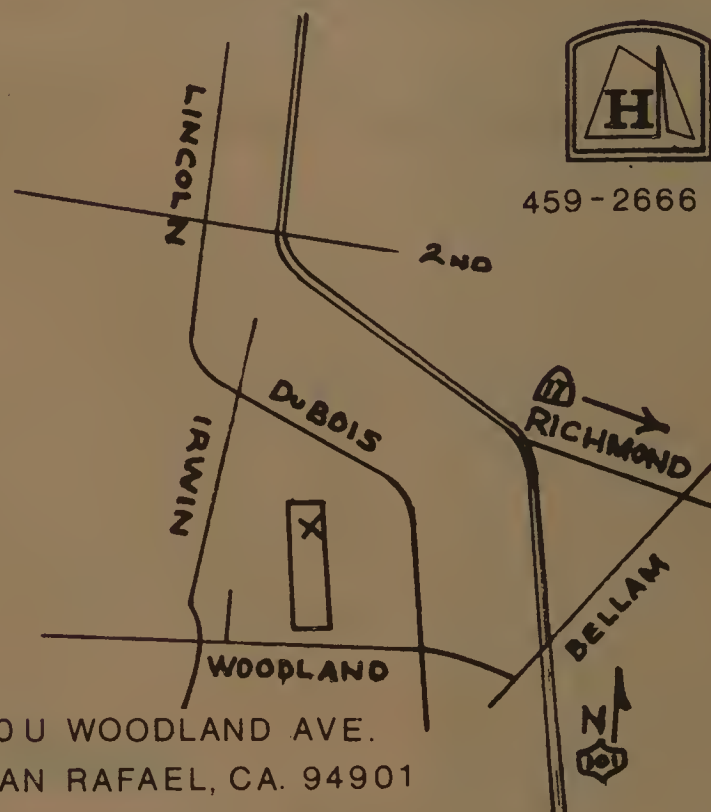
(For more info. on the Cal Sailing Club, call Paul Kamen at 841-9098 or 845-3484.)

Paul Kamen

Paul — We're glad to let you get your two-cents worth in about the Cal Sailing Club. Either you or Kitty James at the YRA office can correct us if we're wrong, but if we remember correctly, the Cal Sailing Club meets the 'yacht club requirement' necessary for participating in YRA races.

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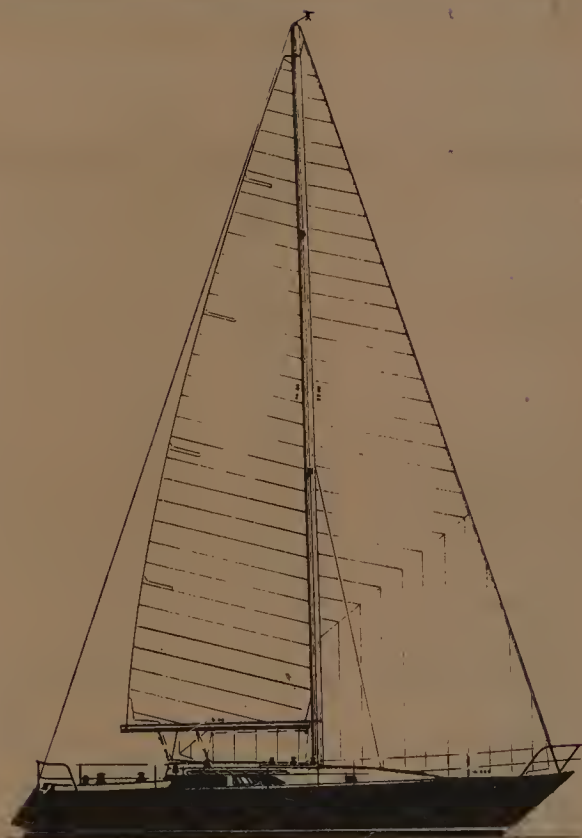
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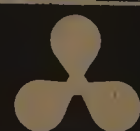
On Display

C&C 24, 29, 30, 34

36, 38, Landfall 38, C&C 40.

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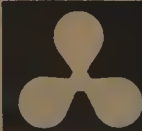
- Islander 36 S.F. Bay YRA ODCA Season Championship, 75', 77', 78'.
- One-Design Champion of Champions Series, 78', 79'.
- Presidio Barth Race, 75' (Both legs, 62 boats)
- Coyote Point July 4th Singlehanded Race, 75', 76', 77'.
- and many other Bay racing events.

On Display

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36, 38, Landfall 38, C&C 40.**

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The possibilities are endless. For example, you could buy the storm jib you always thought you should have and use the coupon to get 25% off the price of that big beautiful spinnaker you always dreamed about. It would be like saving money on the spinnaker and getting the storm jib free! Maybe, you and your sailing buddy could each buy a new sail and split the 25% between yourselves. The timing is right for Christmas too. Fill out your own sail inven-

tory and give the coupon as a gift. You'll be the last of the big time spenders and it won't cost you a dime extra. We've made it simple. There are no restrictions and the coupons are transferable.

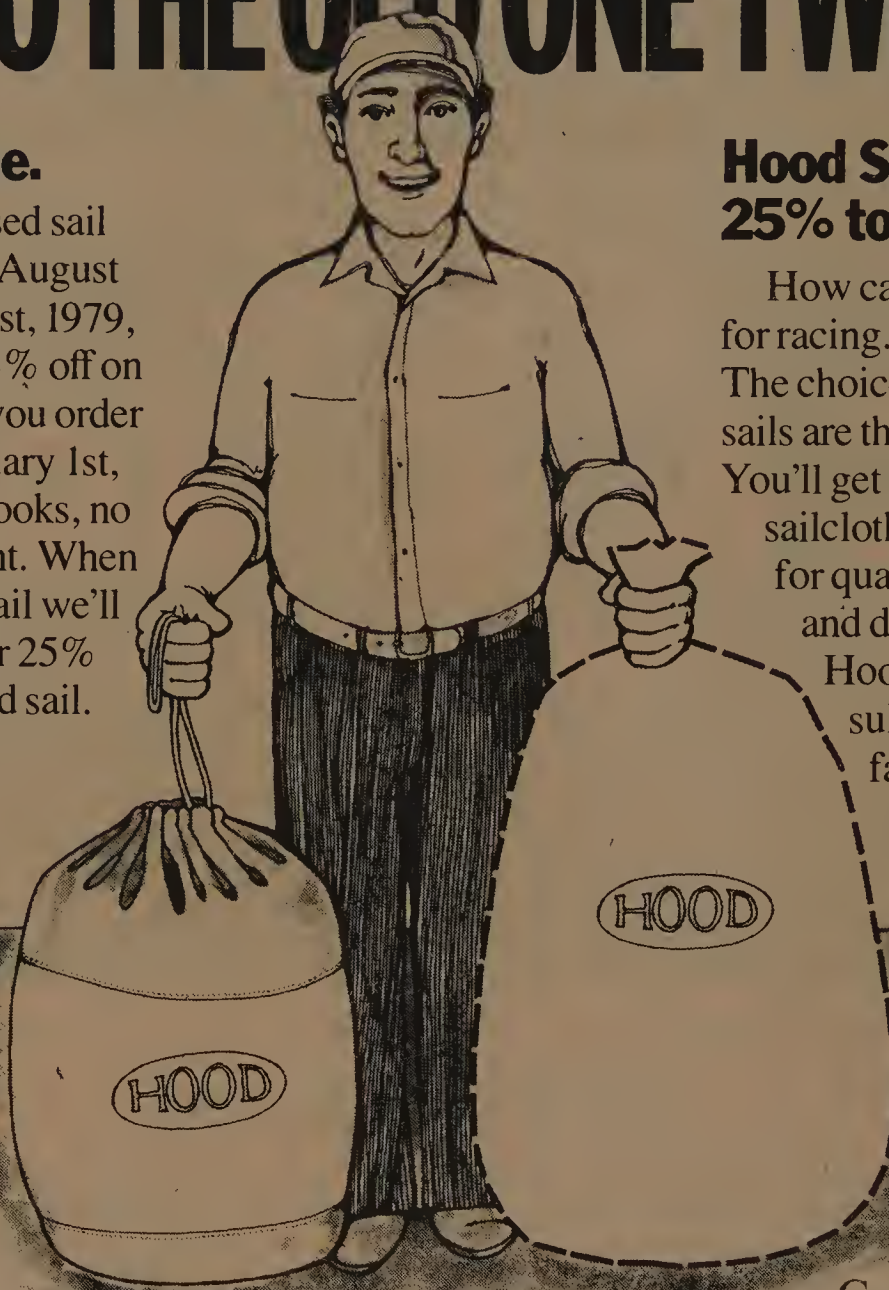
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The luxurious interior of the Bermuda features the warmth of varnished, hand-rubbed mahogany, and teak and holly soles.

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Custom hardware and high quality hatches and ports are standard on the Bermuda.

THE SAME EQUIPMENT AS THE BRISTOL.

The Bermuda is available with a variety of sail plans.

SO IS THE BRISTOL. (yaw, sloop, and cutter)

For cruising convenience, the Bermuda has a shoal draft centerboard.

THE BRISTOL HAS A CENTERBOARD TOO.

(There's also a full keel model.)

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So look around and compare. Then come talk to us, at Sailboats, Inc., about your dream yacht.

**THE CUSTOM BRISTOL 40.
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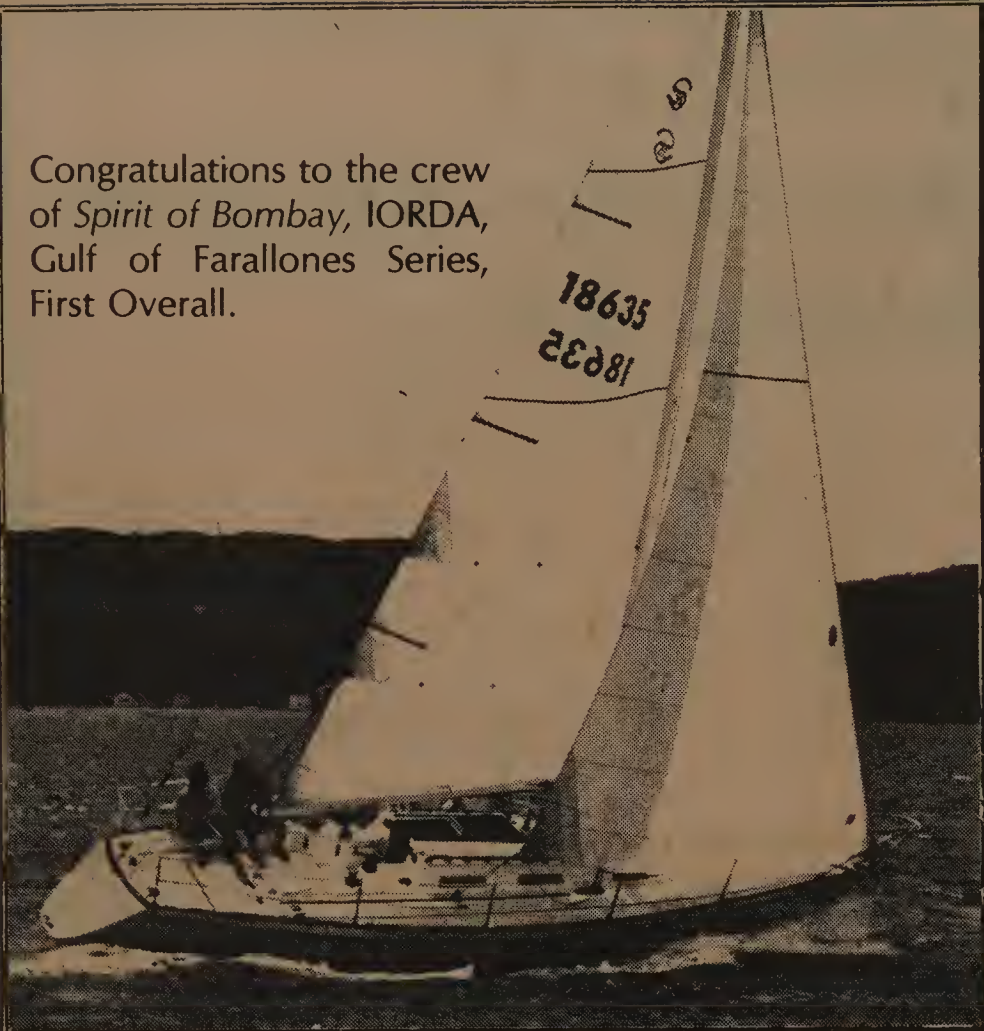
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First mark your calendars . . . *The Fall I.O.R. Meeting & Trophy Presentation* is Tuesday November 13th at the St. Francis YC in the Starting Room, 7:30 p.m., no host bar. A very important and fun meeting, so plan to come.

Bill Carter, representing SFIORDA attended the IORRA meeting in New York with seven other area representatives and Dick Carter as technical director. The purpose of the meeting was to identify specific problems in the IOR rule and its administration and to form a policy of action to implement reforms. IORRA showed that they were eager to support the IOR from the boatowners point of view. For the first time the people who have the boats and race have a forum from which to manage the rule under which they compete.

The following is the action list of the IOR Racing Association:

Directed for USYRU for implementation by March 1, 1980.

1. Allow IORRA to include information in the revalidation relative to activities of the Association and the need of the owners to revalidate their certificates.

2. Eliminate the remeasurement when a boat is sold and simply allow for another revalidation.

3. Include seconds/mile on all certificates.

4. Demand an accounting of Offshore Office funds.

5. Nominate only persons interested in the IOR to the USYRO IOR committee.

Directed to OCR for implementation by March 1, 1980.

1. Provide for standard ratings for older classes of boats where statistical information is available.

2. Provide for sail limitation dependent on the class of racing (A, B, or C).

3. Eliminate remeasurement when a boat is sold.

4. Modifications to Mark IIIa as follows: †Smooth out the allowance due to the rule change in 1973, to allow older boats to get full advantage of IIIa. †Extend the age date allowance for another year. †Stop exploitation of the AOC factor by new boats, or give the older boats the same loophole.

Directed to the ORC for study, with implementation by the end of 1980:

1. Examine and classify 'exotic' materials.

2. Examine fractional rigs and the effect of the sail: hull ratio.

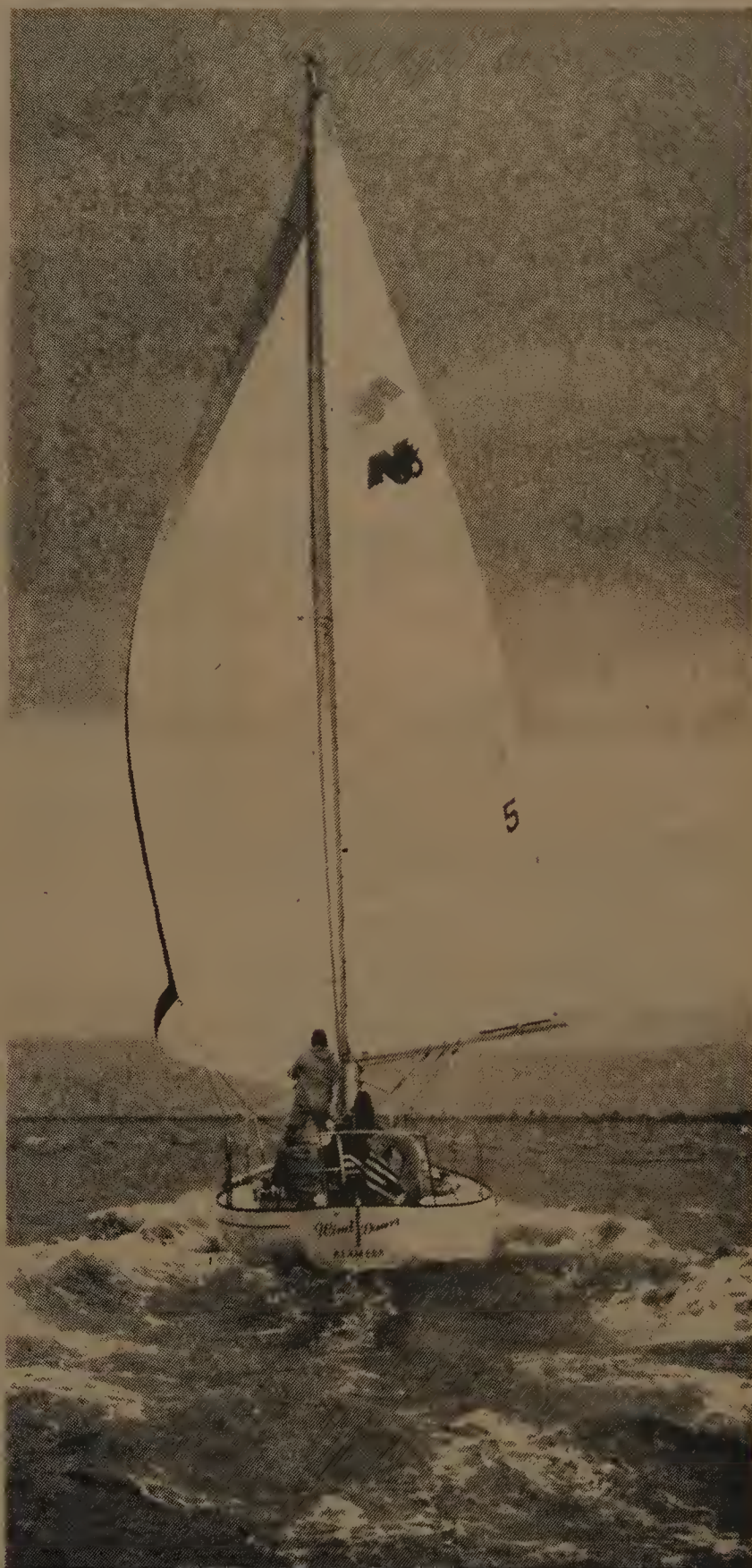
3. Allowances for new stock boats versus custom designs.

4. Examine a minimum accommodation requirement for the cruiser/racer.

5. Examine a crew limitation policy.

6. Establish a permanent IIIa policy without allowing persons to design to it.

It was realized that not all of the problems could be address-



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41' CT Cruising Ketch. Loaded with gear. All the comforts — even a fireplace. Ex-lveaboard. See Bill. \$75,000.



38' HANS CHRISTIAN MKII. (Sister-ship.) Only one available on the West Coast. See Lon. \$99,000.

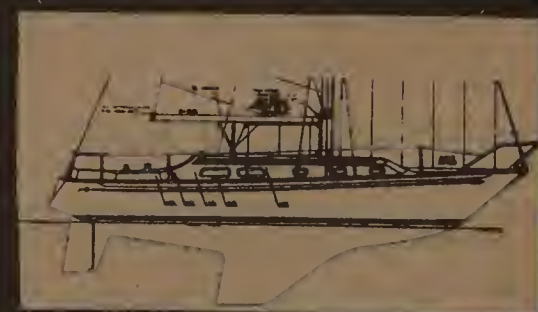
20' Flicka Sloop.....	12,500
30' Atkin Schooner.....	25,000
33' Fjord.....	Offers
34' Nichols.....	34,900
34' Stone Sloop.....	24,000
34' Cal-34.....	34,500
35' Ericson.....	44,000
35' Allied.....	Offers
35' Coronado.....	36,000
35' Pearson.....	37,500
2 Ton Racer INCA.....	145,000
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36' Islander 36.....(4 from)	50,000
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42' Stone Gaff Sloop.....	25,000
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43' Palmer Johnson.....	120,000
43' Westsail Yawl.....	140,000
46' Abeking&Rasmussen.....	70,000
48' Moody.....	70,000
48' Swan.....	220,000
48' Paul Gau Schooner.....	47,000
54' CT.....	175,000
55' Islander, cust.....	230,000
58' Custom Yawl.....	245,000
59' Lester Stone Slp.....	36,000
60' Rhodes Yawl.....	250,000

POWER

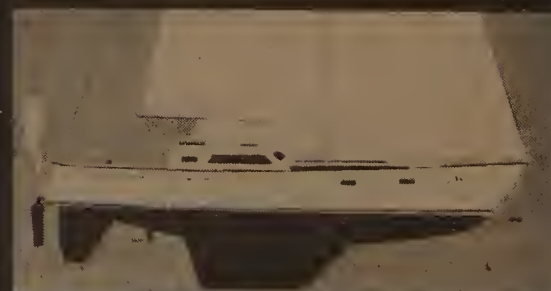
32' Grand Banks Trawler.....	42,200
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36' ISLANDER. 4 from \$48,000. Loaded. 1973-1978. Ask Joan.



NEW... Perry Design & Westsail quality. Stiff, weatherly performance along with great cruising layout. Orders now being accepted. Call Lon.

Particulars are believed to be correct but are not guaranteed. Subject to price change, prior sale or withdrawal without notice.

ed by one body and that some could not be cured in a short time, but the action list directed to both USYRU and OCR should have some impact on the 1980 racing season.

The Fall ocean series, the "Gulf of Farallones" concluded with the Ong Ocean Triangle. Participation in Sec. I was down this year as many of the registered yachts had not returned from this year's slow TransPac in time for the series opener.

Final results for the Gulf of Farallones:
First Overall: *Spirit of Bombay*, Chris Corlett, St. Francis YC

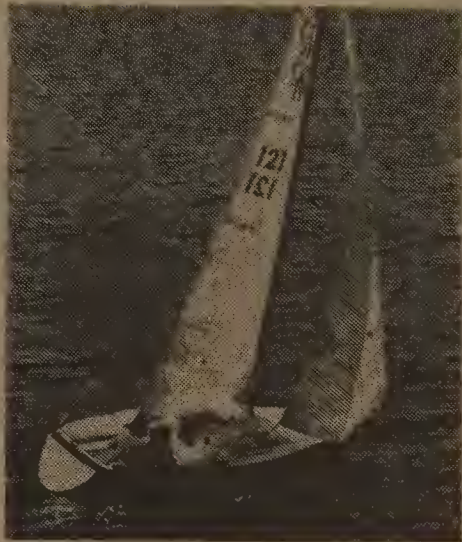
Section I

- | | |
|---|-------|
| 1. Lois Lane - Wylie Custom - B. Erkelens | 12.75 |
| 2. Wings - Serendipity 43 - R. Hall | 17.5 |
| 3. Brown Sugar - Peterson 38 - U. Werner | 25.75 |

Section II

- | | |
|---|-------|
| 1. Spirit of Bombay - Santana 35 - C. Corlett | 18.75 |
| 2. Leading Edge - Wylie 34 - R. Lanyon | 29.75 |
| 3. Winged Warrior - Peterson 34 - J. McCafferty | 32.0 |

— chris corlett



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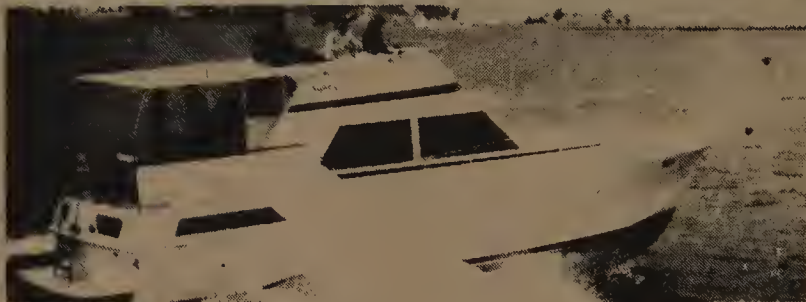
PETERSON 44 CUTTER

SWIFT

1980 MODEL UNIFLITES NOW ON DISPLAY



42' Uniflite Sport Fisherman. 1980 model just arrived. Twin Pacific 310hp diesels, 7.5 KW generator, queen bed in owners' stateroom, all electric galley w/microwave and full size refrig. Large fishing cockpit w/transom door and boarding platform. Cruises at 18 knots.



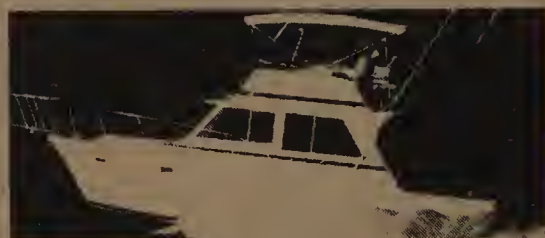
42' New Hardtop Double Cabin. Twin 310hp Pacific diesels. All new layout features, sleeps 8; queen-size bed in owners stateroom, 2 full heads with showers, 7.5 KW generator, microwave oven, custom electronics cabinet. Vessel is now available in a 48' version w/6' fishing cockpit. In stock.



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42' Uniflite Double Cabin. 1975, twin 6-71 diesels, 500 hours, 7.5 KW Onan, VHF w/remote, (2) digital fath., Oecca radar, Benmar autopilot, custom bow pulpit w/windlass, full canvas, bar w/icemaker. We sold this vessel new and owner has kept it in immaculate condition. There isn't another 42' Uniflite that will compare w/this vessel. \$170,000. Call for private showing.



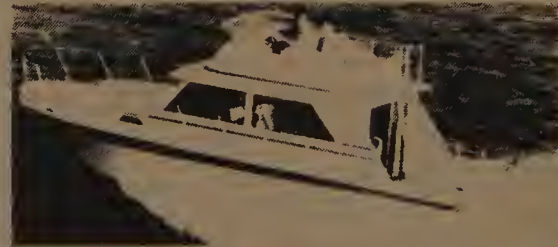
38' Uniflite Convertible w/tournament bridge, 1978 model w/250 hrs. on twin 310hp, 18-20 knot cruise diesels, 7.5 KW generator, microwave oven, VHF, digital fath., in immaculate condition. Ready for new owner.



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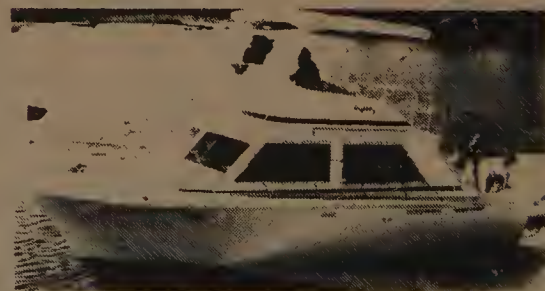
O'Day 30 (1) O'Day 25 (2)
O'Day 28 (1) O'Day 19 (3)
O'Day 17 (2)

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The 1979 MORA season is over, and it is appropriate that I mention a group of people who don't normally get their names into print. These are the men and women who staff the race committees, without whose services races would not be run. Most of us sailors have served on race committees a few times, and we know what kind of a job it can be.

The people I wish to thank have, in many cases, been running races for 4 or 5 years! Ocean winds are notoriously fickle and races don't finish until hours after dark. Ben Choate, who ran the Jim Ong Triangle race on October 13th must have stayed up until midnight. Kirk Brooks goes to Half Moon Bay 3 times a year to finish and start multi-legged races (he also goes to Drakes Bay for the same reason). There are many more dedicated people who deserve mention; like the folks at Vallejo YC who have always been there to finish the infamous Ocean-Vallejo Race. I could go on and on, but I want to express our thanks for the hard work and support given to MORA and other ocean groups by the yacht clubs and their race committees.

While I'm on this subject, the two or three people who take the race results and then calculate corrected times and places for the yachts also need mentioning. Without this bit of mathematics we would be waiting months for the results. I know; I once did the job, and know how frustrating it can be. Take a bow, Kitty James — three cheers!

My last thanks goes to that venerable institution known as the St. Francis YC. Most of our ocean races are started there, and many of us have used their excellent facilities after finishing. They are to be commended for their hospitality to the ocean sailors. After sailing around all day and half the night, the St. Francis YC is a mighty comforting place to refresh yourself.

I have already quoted Ralph Harding on going the "right way", and making only one mistake. That is the way most ocean races are won, although having a lot of patience helps, too. MORA's season's winners are basically those who went the right way and made only one mistake per race. For the first half of the season (the Pete Smith Series) it was *Foreplay* winning MORA I, *86ed* winning MORA II, *Rampage* winning MORA III, and *Thudpucker* winning MORA IV.

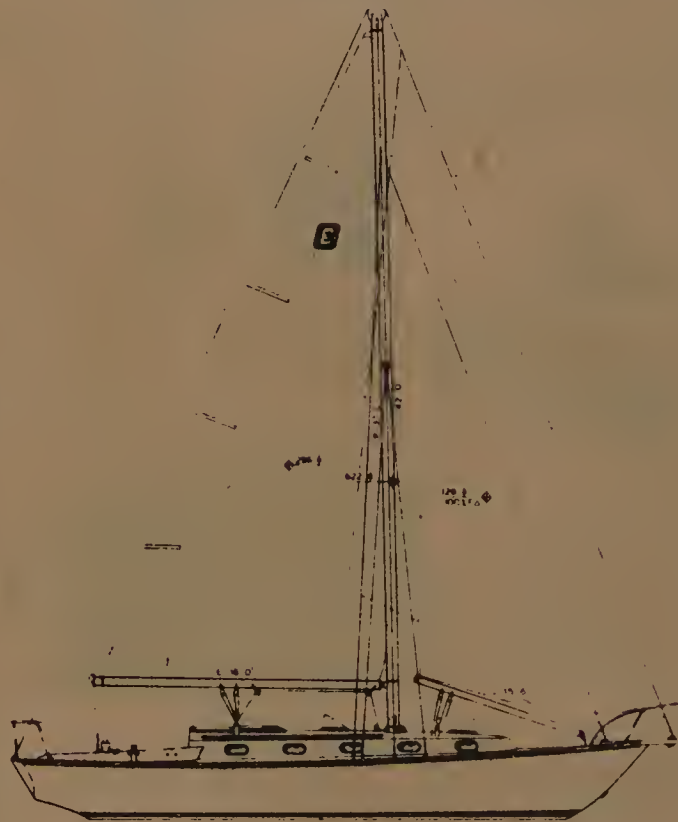
Winner of the second series (Golden Hinde series) were *Summertime Dream* in I, *Rosinante* in II, *Harry* in III, and *Odyssey* in IV.

Boats which sailed all the races include most of those mentioned above plus *Arranger*, *Critical Mass*, *Eclipse*, *Stampede*, *Amazona*, *Zotz*, and old *Bloody Mary*. It's a fairly exclusive group.

MORA's annual Fall meeting will be at the Richmond YC at 6 p.m. on Thursday, November 15. We welcome new and potential members. OYRA's trophy presentation dinner will be at the St. Francis YC on November 9. See you there.

— franz klitza

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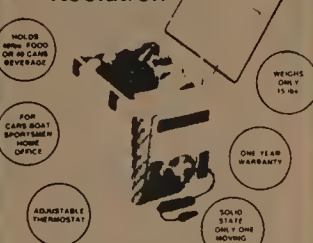
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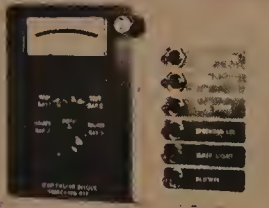
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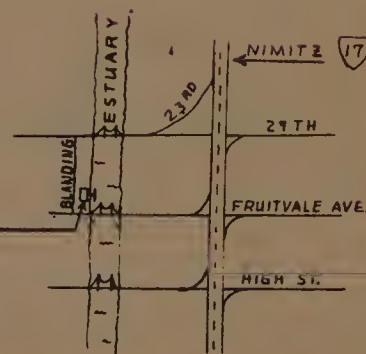


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CHANGES IN LATITUDES

Last month we printed some news from Bob and Gail Jensen on their Columbia 50, Simoon. Gail mentioned a yacht club for cruisers in Bora Bora, and here's more about that from Gail:

It's called Yacht Club Bora Bora, or Club Nautique de Bora Bora. It owned and operated by Alex & Michelle du Prel and is the first home for cruising yachts in French Polynesia. It has a Clubhouse, bar, showers, heads, fresh water, American-style hamburgers, a lending library and a place to trade books and magazines. The du Prel's own a ketch, *Lutetia*.

Membership in the club is \$4.00 per month, per boat. It includes use of the clubhouse and showers; the anchorage is free. Laundry is done and charged for by the tub full. Garbage can be brought ashore in the evening as it is picked up every morning. There are two bicycles for use to ride to town which is about a mile — also an easy walk.

The du Prel's began offering their facilities on May 6, 1978 and have had about 350 boats stop since that time. We really appreciated the facilities there after sailing for so long from Hawaii. We had plenty of rain water we collected in Palmyra to use for showers and laundry, but water was scarce on Christmas Island so we liked having the Yacht Club Bora Bora to come to.

Michele & Alex are great people. They have two children, Sophie and Phillip.

During the day the bar is on the *honor system* and if you take a Hinano Beer or something you just write it on a tag. There are many good anchorages on Bora Bora, but all are pretty deep, 60 to 70 feet, so most of the boats move around.

That's it from Bob and Gail for right now. They hope to be in New Zealand by the end of November, and we'll be hearing more from them in the future.

In our next issue, January 1980, we'll be hearing from Peter Sutter on his recent cruise to Hawaii and Palmyra and other spots. We've heard he wants equal time to reply to his wife's letter which appeared in this column last month.

The following is a letter that was forwarded to us. We hope you'll enjoy it, and that you might forward the cruising letters you receive to Latitude 38 so others can enjoy them also.

Puntarenas, Costa Rica
Septiembre 11, 1979

Dear Latitude 38,

Now that it has been over a year since *Tan-Tar-A*, my Challenger 40 from Alameda, and I have have sailed the great San Francisco Bay I thought it was time to finally get off my you-know-what and return some of the words you have sent over the months in the form of notes scratched on the back of Xeroxed articles. Some of which, I might add, were quite helpful.

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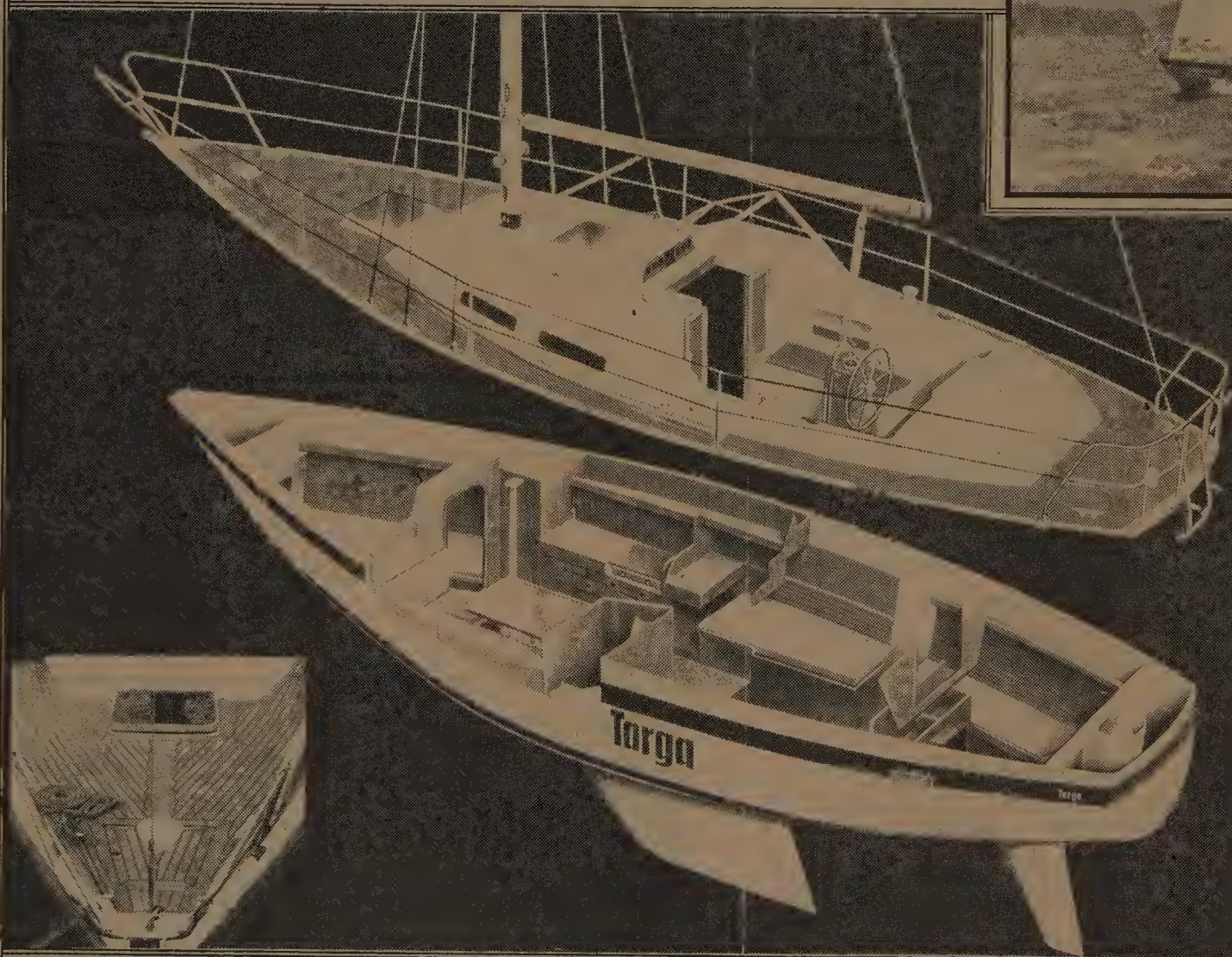
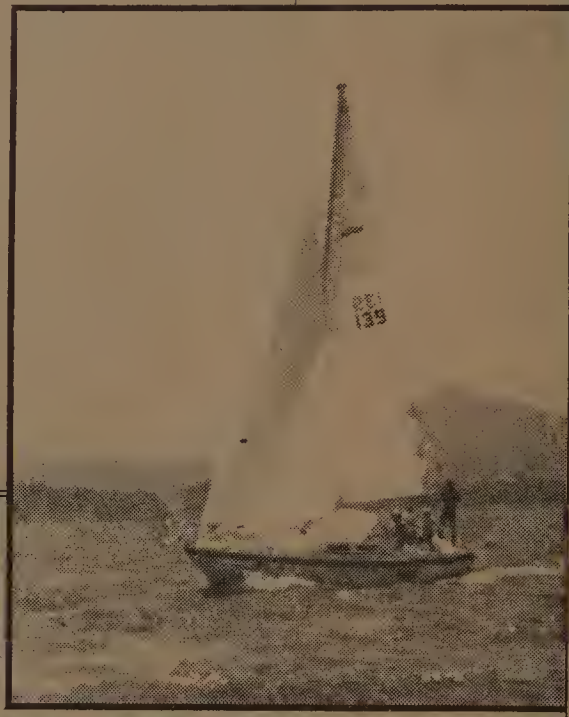
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CHANGES IN LATITUDES

The only notable exception was the article on the Panama Canal. It stated that you could clear into the Canal Zone on weekends. Not entirely so. You can clear quarantine and have the boat measured, but that is it, and that is done in the anchorage. On the Balboa side Customs comes to the Yacht Club, and that office is not open on weekends. On the Cristobal side you go directly to Customs and they are closed on Sunday. However the anchorage in Cristobal is very good during the time of year we were there. Other times it is not. On the Pacific side, well that is essentially in the Pacific Ocean and you know how that is, plus it is next to a shipping channel which means there is a lot of traffic day and night.

Pat and I spent a drunk, drunk weekend there wondering how to outsmart U.S. Customs and meet the plane that had our next crew aboard. It was rough. Our friends got our note and had a fine time sightseeing while Pat and I rocked and rolled until Monday morning when the Yacht Club office opened up. That following couple of weeks put the final touches on a romance Pat had been working on since Manzanillo. It was then she decided to set up housekeeping in L.A., so she signed off. Deep down I believe she will be back for some more cruising.

One of your notes asked what I might do differently if and when the time to sail away came up again. I have had ample time to consider that, and all you have to do is look at the time spent maintaining your existence while cruising. Shopping for fresh supplies and buying ice has taken the greatest amount of time, so a good mechanical refrigeration system is, I believe, a must. If you like to shop you still can, but if you want to stay out somewhere in the tulies for a few extra days, you should be able to and still enjoy non-canned foods. A cold beer is really nice, too. I usually run the generator everyday for some time and when you are sailing the engine is used some. If you tied your refrigeration into both, you should have ample refrigeration to keep a freezer and a refer cold with only a little bit more running of one engine or the other.

Another enhancement would be some kind of washing machine for all that G.D. laundry. That assumes an ample supply of water, and that is not always available. But you use clothes mostly when you are in port or some civilized spot and that should enable you to find water. Also during the rainy season you are never short. I take a shower every day now and the tanks get refilled every night.

Another touch of class is to have a sailing dinghy to spin around and explore with. Other boats as well as neighboring islands and coves are much more inviting under sail than dashing around with an outboard. I have seen a lot of Sabots and that seems to be a good size. You can also use an outboard. At a harbor like Golfito, where the town stretches several miles along the beach, an outboard is the only way to fly.

A small thing is to have 100 or 120 feet of chain on your anchor. Rarely do we ever have any more out than that, and it saves a lot of wear and tear on your anchor line. I have 60

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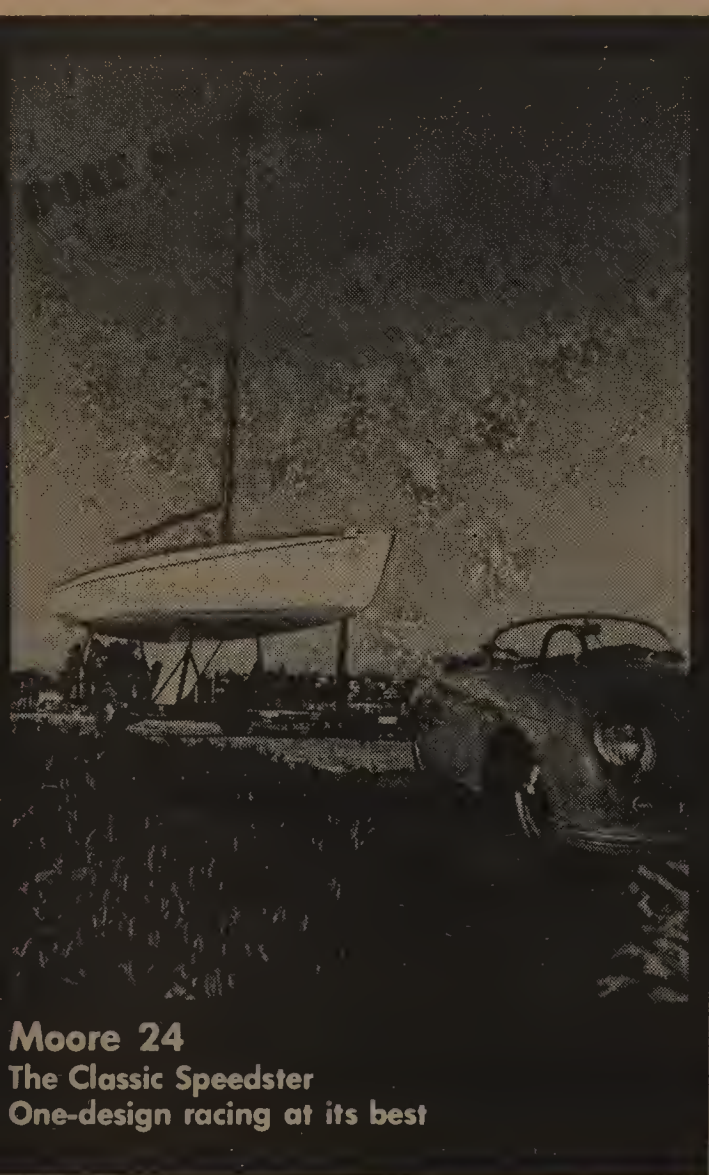
37' Tartan Yawl. Diesel, teak interior, 10 Salls, has been cruised by two people and is rigged for this and is ready to sail away. A rare find \$53,500.

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21' Victory	3,500	29' Wylie HAWKEYE	18,500
22' Santana	6,050	30' Burns ½ Ton	39,500
23' Bear Boat	7,150	30' Scampi	29,500
23' Kels Coaster	7,700	30' Cal 3/30	41,800
23' Blue Nose	4,500	30' Knarr	13,200
23' Bear Cub	3,000	30' Dragon	6,000
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24' North Star 727	16,500	30' Islander	17,000
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24' San Juan	17,500	32' Traveler	56,000
24' Cal T/4	11,900	32' Ericson	(1/8th) 3,500
24' Challenger	7,900	32' Westsail	59,000
24' Islander Bahama	6,900	32' Marlner	39,500
24' Windward	7,500	5.5 Meter	7,250
25' Shock	3,900	33' Islander	25,000
25' Cal	8,500	35' Ericson	44,000
25' Peterson Custom	19,900	35' Ericson	52,000
25' Coronado	6,500	35' Alberg	39,500
25' Santana 525	16,500	36' Lapworth	30,500
25' Bahama	12,500	36' Columbia	40,700
25' Jr. Clipper	7,850	37' Schooner	29,900
25' Golden Gate	5,000	37' Tartan	(Yawl) 53,500
26' Westerly	17,950	38' Alajuela	94,000
25' Magic Bus ¼ Ton	14,900	38' Farionne	38,050
26' Ranger	13,500	40' Cal	46,000
26' Frisco Flyer	19,000	40' Herrshoff	43,000
26' Balboa	12,400	42' CT	85,000
27' Cal	15,000	45' Steel Yawl	110,000
27' Santa Cruz	20,950	47' Steel Ketch	95,000
60' Yawl	40,000		

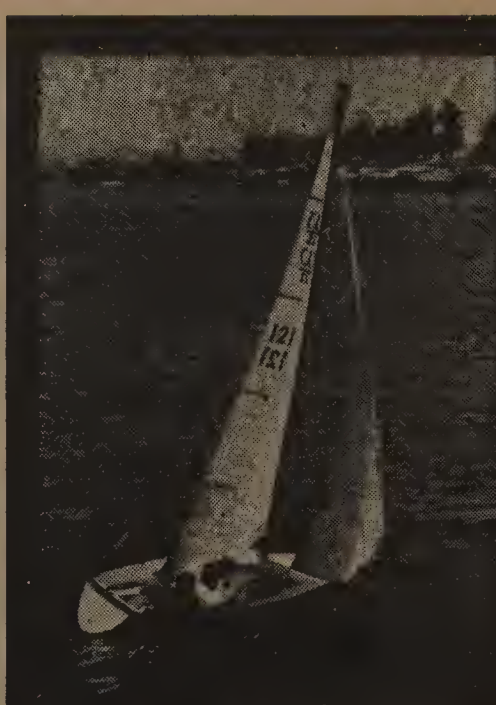
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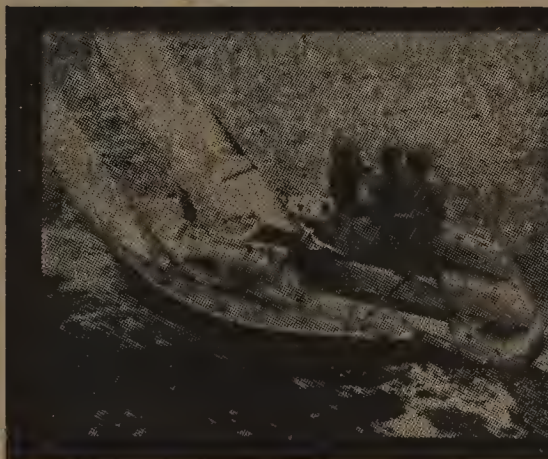


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Cal 20' +	1967 o.b.
Wilderness 21'	1978
Tanzer 22'	1975
Santana 22'	1972
Ranger 23'	1978
Ranger 23'	1974
Rainbow 24'	1964
Dolphin 24'	1977
Moore 24'	1976
Moore 24'	1962
Offshore 27'	1973
Santa Cruz 27'	1975
Cal 2-27'	1976
Catalina 27'	1977
Hawktarm 28'	1977
Cal 28'	1967
Ranger 29'	1971
Pacific 30'	1967

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Ranger 30'	1978
Ranger 33'	1975
Ranger 33'	1977
Santa Cruz 33'	1977
Ericson 35'	1971
Ericson 35'	1978
Cascade 36'	1973
Ericson 39'	1971
Angleman 44'	1935
Roberts 44'	1977
MULTI HULLS	
Horstman 28'	1969
Brown 31	1974
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CHANGES IN LATITUDES

feet of chain, plus 20 to 30 feet of line out and that 20 to 30 feet gets a lot of wear. I am also sold completely on the CQR anchor as I have been anchored in 50-knot winds and not dragged and here in Puntarenas, Costa Rica, I am anchored in a tidal current that runs 2½ knots downstream and close to 2 knots upstream on the incoming tide. No problems with dragging anchors.

The last item I'll bore you with is probably the most important to keep in mind. Whatever gear you outfit your boat with, make sure it is the *best* quality available. Sailing all the time is a lot different than sailing on weekends. A four day sail on a rough ocean is worth at least 10 or 15 weekends sails, so your equipment has to be the best in the world, otherwise you'll have to replace it. And by replacing it, you'll end up spending more money than had you done it right in the first place.

I met a man, shortly after you left, in Puerto Vallarta who had a Challenger 50. He spent over \$250,000 outfitting with the best gear available and after two tough years of sailing — Hawaii, Alaska, West Coast, and Mexico — the only problems he'd had to speak of, were with the autopilot. But you have to remember that the ol' autopilot is used more than anything else on the boat except for the Capt'n. I would give up a cold beer to keep the autopilot running. In fact, I would give up women to keep the autopilot running. I guess that is why I have both a steering vane and an auto pilot and no women. HA, HA, HA.

I guess I should bring you up to date. I am now in Puntarenas alone and loving it. The boat has not moved from anchor since Sept. 1, and I have been spending some time getting things ready for the next leg. That will be in two or three weeks depending on the tropical storm activity. Tropical storm *Guillermo* is currently off Manzanillo. They leave from down here and move north as you know. They cause much rain and squally weather here and develop as they move north.

My hope is to leave right after one and follow it with it's southerly winds up to Acapulco. By my figuring, it is 1160 miles to Acapulco (1000 great circle) which means about a ten or eleven-day sail. That will be the longest yet and even longer because I'll be singlehanding it. Should be an interesting experiment. Actually, I'm quite excited about it because I think long sails are where it is at. If it goes well I will definitely sail from Puerto Vallarta to Hawaii alone or if anyone else is interested.

My tentative schedule is October in Acapulco, the first part of November in Manzanillo, and then to Puerto Vallarta for Turkey Day. From there I will either go to Hawaii or Cabo San Lucas and home by Christmas. If it is Hawaii then I'll get to S.F. by early spring.

May the winds be strong and on your beam . . . (I guess that is for ketch owners).

Your friend,
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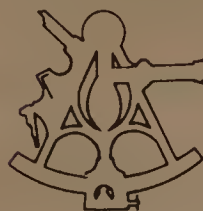
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dewitt sails

SIGHTINGS

oakland estuary to be set ablaze

That's what the Port of Oakland and the Oakland Power Squadron are hoping for on the evening of November 29th. Ablaze with the glittering light of decorated yachts.

The occasion is Oakland's annual Christmas Yacht Parade. As in the past skippers and boats will vie for trophies and prizes in categories like: Best Decorated Power Yacht (this means the one that looks the most like a sailboat), Best Decorated Sail Yacht, Best Oakland Power Squadron Entry, Best Yacht Club Entry, why there is even a trophy for the Best Yacht Dealer Entry.

The parade starts at 6 p.m. off the Encinal YC and will tootle up the Estuary to Jack London Square where it will do an about-face. Then it's back down the Estuary, into Brooklyn Basin, to Quinn's Lighthouse, and then to the Galleon restaurant for dinner.

Sound like your kind of fun? Call Grand Marshall Harry Graham at 836-2153 or the Port of Oakland at 444-3188 Ext. 375 for complete information and entry forms.

if sherman

There's a nice rock 'n roll song that has lyrics something like "if Sherman hadn't took more than he gave, we wouldn't be in this mess today. . ." Who the heck this Sherman is and what he took has always been a mystery to us, but the moral is clear. It is better to give.

Last month there were a number of sailors who had that same idea. Rolf Soltau, Tito Rivano, and Bill Worden, sailing an SC 27, Nightingale, and Santana 22 respectively, finished 1, 2, 3 in the



PHOTO BY E. FLORES

Alameda Red Cross Benefit Race.

The race attracts sponsors who contribute money that benefits the Alameda Red Cross in safety programs for boating, swimming, first-aid and cardio-pulmonary resuscitation. Members of the sailing community who contributed include the Olympic Circle Sailing Club, the Encinal and Aeolian YCs, Harbor Bay Isle, Ballena Bay Yacht Harbor, and the John Beery Company.



uses salt water

There's a lot of towns that call themselves the sailing capital of the world or some such nonsense. Actually, Sausalito would have a good claim to such a title judging from this

how's rocky?**rocky seems to be getting aoki**

In case some of you missed the front section of the October 24th Chronicle, Kimball Livingston had a fine follow-up article on Rocky Aoki, who had nearly been killed when he "stuffed" his offshore powerboat in preparation for the Benihana Grand Prix a month ago.

From Kimball's article you'd have to conclude that Rocky is an optimist. Only a month ago he suffered a ruptured aorta, a split liver, and had a gall bladder removed. He very nearly was killed. Despite the grave injuries and minor ones like burns and multiple fractures, Rocky felt good enough to send his boat to Italy in hopes that he could race it in the world championship. A little while later reality set in, when he tried to stand for the first time to be exact, and he decided he wasn't quite up to it, yet.

Will there be another Benihana Grand Prix here next year? "I know this much," Rocky told Kimball, "there will be a Benihana Grand Prix next year. And I will race. I will not be a chicken."

Rocky did allow that some people have a macho attitude and want to race through 15-ft waves — something Rocky no longer cares to do. Consequently, next year he hopes to have but one leg in the ocean and the rest in the bay — "where people can watch the race".

We hope that our readers don't overlook two things that kept Rocky alive until doctors could get to him. One was his lifejacket which kept him afloat while he was unconscious; the other was the mouth-to-mouth resuscitation administered by one of his crewmen to keep him breathing. Without either one of those things, Rocky wouldn't be planning any race next year at all.

up up and away

Like all other interest rates, the interest that local government agencies will have to pay the state for marina building funds has just skyrocketed. Since 1971 the rate has held steady at 4½ percent — and who wouldn't lust after an interest rate like that?

The new rate has been set at 8 percent, and it may go up further. What is the result of the increase? Well, that's something that is being disputed. Some folks think the increased interest rate will stunt planned marina development and even stop some that is already on the books. It will just be too expensive, they claim. Frank Lee, who is President of the San Mateo County Harbor District, is one of the people who was angered by the decision of the Boating and Waterways Commission. He claimed that that agency was acting more like a banker than a community service.

On the other side of the question are those who thought that raising the interest rate was the only course of action that made any sense. If the rates weren't raised, they claim that the fund from which the money comes "would be eroded", and that the rate is already unrealistically low.

We don't know if there is a 'right' or 'wrong' side to this issue. However, we do want you the yachters to realize that all the money that is loaned out comes out of your pocket. You pay into it each time you fill up at a marina fuel dock. Taxes, you know.

for motor oil

photograph. When the residents want to work on their cars, they don't go to a garage and have them lifted on a rack; hell, no! They just find a nice puddle and careen 'em.

SIGHTINGS

notice to mariners gets style

If you read the *Notices To Mariners* that the Coast Guard regularly puts out, you know it's pretty dry reading. It's all facts and business or blank white space. It is for this reason we were rather shocked by the lyrical nature of some parts of the Notice dated 19 October. In that Notice was the following information, probably written by some young recruit who plans on being a novelist.

"In the early days of lighthouses when fish, whale, sperm, and lard oils were used as illuminating fuels, it was impossible to "flash" these burning lamps. As a result all lighthouses showed a fixed light characteristic and it was impossible to positively identify a specific lighthouse from a distance when there was more than one in the area. To resolve this ambiguity and provide some means of positive identification, two lighthouses or "twin lights" were built next to each other to provide a two light characteristic.

One well-known twin light was located at Cape Ann, Massachusetts where both light towers are still standing although only one of them is still in use. In some cases, three lighthouses were built together to provide a "triple light". One of the most famous triple lights was at Nauset Beach on Cape Cod.

That little piece of information is certainly more satisfying than the normal blank space, and we hope they keep up with the reading goodies.

get your hulls together

If you own a multihull and are interested in racing, you'll want to be at Joe Therreault's house on November 27th at 8:00 p.m. At that place and hour, a skipper's meeting will be held in order to get a regular program of multihull racing on the Bay.

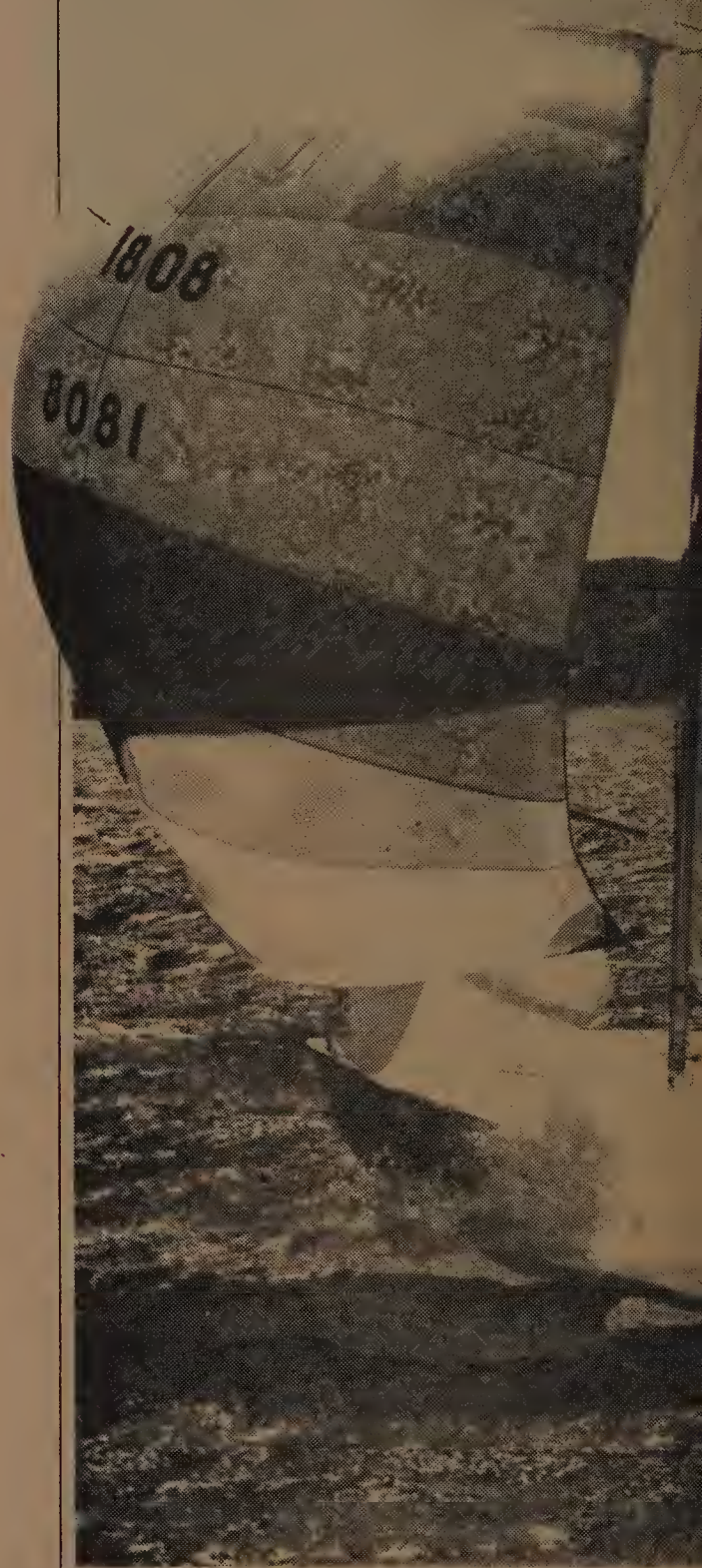
Hosts Paul Mazza and Joe and Jill Therreault have indicated that this invite is not just for bloodthirsty racers. If you're a multihull cruiser who wants to meet fellow multihull racers and race casually, you will receive an appropriate handicap.

For more information, call Joe at (415) 323-8075 or Paul at (415) 895-8509.

international folkboat invites

The International Folkboat Association of San Francisco Bay will hold their 1979 Annual Meeting on November 10, 1979 at 8:30 p.m. at the Berkeley Yacht Club. The meeting will be preceded by cocktails at 6 p.m. and dinner at 7 p.m. All International Folkboat owners are cordially invited to attend. Please contact Henry W. Hotchkiss, President at (415) 956-2000 (office) or (415) 441-1755 (weekends) for dinner reservations. No reservations are required for the Annual Meeting.

The IFA of SF Bay currently has over fifty members and was founded in July, 1974. In addition to International Folkboats, the Association has an associate membership category for owners of the Tord Sunden designed Marieholm-26, also built in Sweden.



son beats father

Pretty good headline, eh? We're building up a portfolio to try out for headline writer at the *National Enquirer*.

It all happened a little while back when the Madgrigali's, father Joe with 15 years experience and son Jeff with 10 years in Rhodes, fought it out during the Rhodes 19 Nationals. The kid nipped his old man this time by taking the title with 4 firsts and 2 second place

hypothermia

Last year we ran a short piece from Notices to Mariners on hypothermia. One of our readers who went overboard in the bay claimed that it helped save his life. Now that winter is upon us again, and the wind and water is particularly cold, it might be worth it to review some facts on hypothermia.

1. Always wear your personal floatation device. The sudden immersion in cold water can cause shock and unconsciousness.

2. Keep calm. Move as little as possible if you do end up in the water. Keeping still conserves your body heat and increases your survival time.

3. Keep your clothing on. It will insulate you even in the water.

4. Keep your head above water. Most heat is lost through the head.

dave allen to speak on fastnet

The Oceanic Society has announced a marine-oriented lecture series the first Monday of each month. Each lecture is free to chapter members; guests must pay \$1.00.

Of foremost interest to sailors will be the lecture on January 7, *The Sea In Rage*. Dave Allen, owner of Imp, will be giving the talk. Naturally much of it will focus on his experience in the tragic Fastnet Race. Dave is a fine speaker, and we're sure that many of you will want to attend. We'd get there early.

Others lectures in the series are as follows: November 5, *A Cantankerous History of San Francisco Bay Science*; December 3, *Gentle Giants of the Pacific*; and February 4, *The Evolution of Oceans*.

All lectures will be held in Building 315 at Fort Mason in San Francisco — which is located across from the marina Safeway. Lectures start at 7:30 p.m.

remember the texas rangers?

well, here comes the coast guard

According to the U.S. Coast Guard, their boarding parties used for making safety inspections will now be armed. Armed with .45 automatics, armed with M-16s, and armed with riot shotguns.

Seems like an awful lot of firepower to be counting lifejackets, doesn't it? Previously arming of boarding parties used to be up to the discretion of the commander of each district. Now it's mandatory for the simple reason that more and more boaters have been assaulting Coast Guard personnel. We imagine the increased number of assaults may well be linked to the increased number of boats the Coast Guard is finding stuffed with pot.

We can understand the Coast Guard not wanting their young cadets getting their faces smashed in or heads blown off, but frankly we be happy if they stay away from our boat. We're not really too hot on dope, but we aren't interested in guns either. Double bummer for the innocent.

but no arrest

finishes. Second place went to Bob Bernstein of Chicago with 2 firsts and 4 second place finishes. Chris Perkins was third and Joe Madgrigali was fourth — both are from the SFYC.

Eighteen or 19 boats competed, seven from out of the area. Winds blew up to 30 knots, cartwheeling four boats in one race.

PHOTO BY DIANE BESTON

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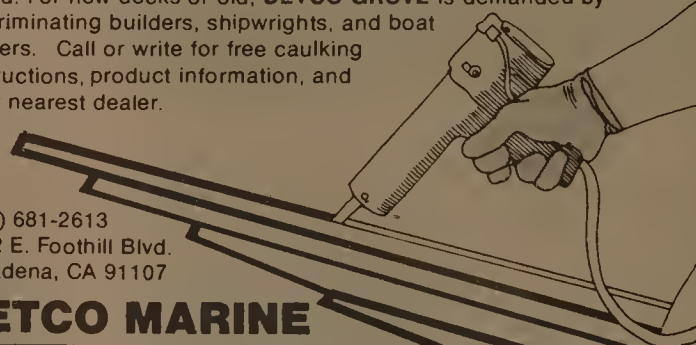
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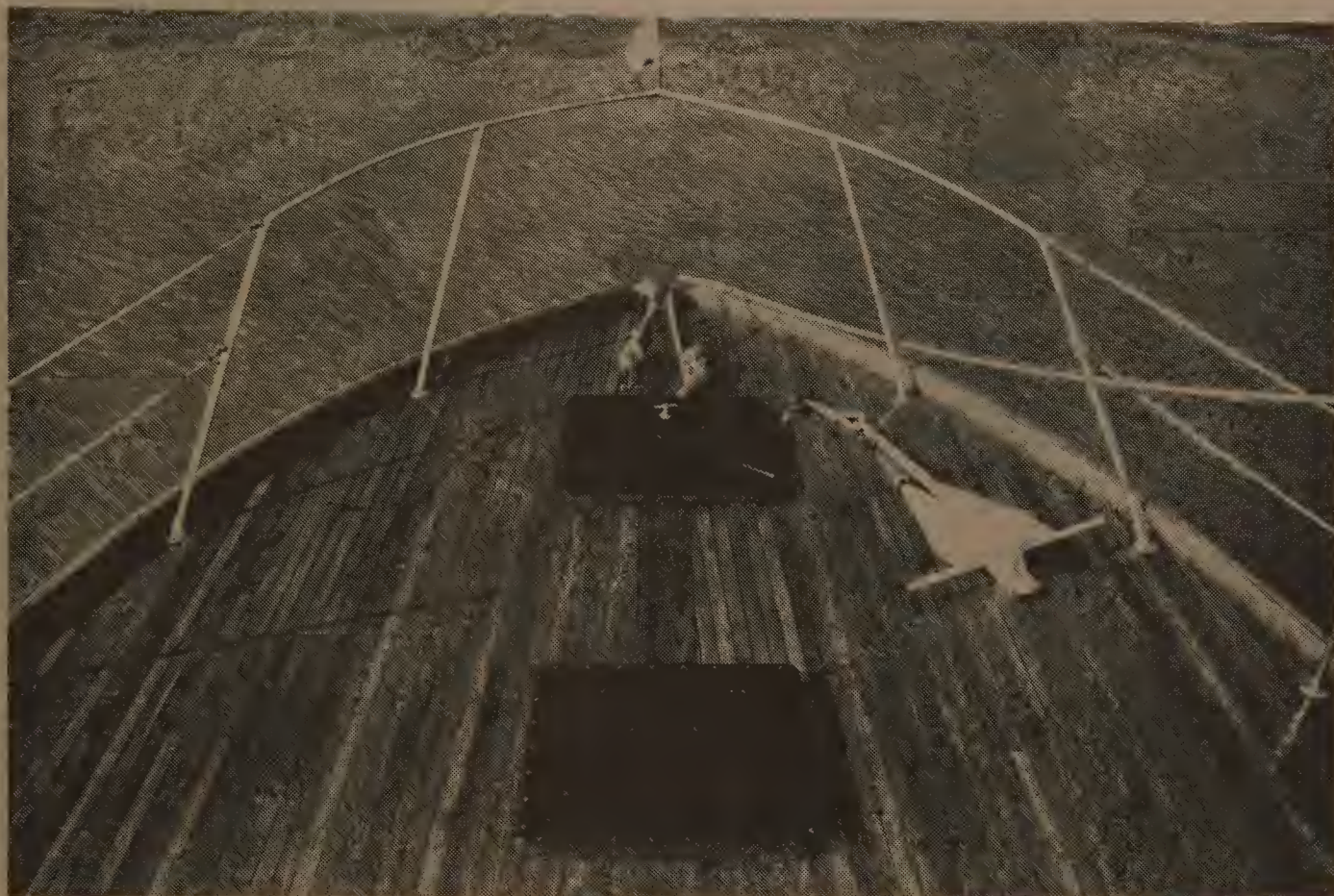
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SIGHTINGS

fastnet followup

Now that some time has passed since the Fastnet Race, the facts are beginning to become a little clearer. Here's a brief rundown.

There were 302 boats entered, 85 of which actually finished the race. 195 boats retired, and 23 boats were abandoned. Of the abandoned boat, only 5 were actually lost. 15 crewmembers died as a result of the race, but not a single life was lost on any of the five boats that did sink. The most common cause of death was being washed overboard, or drowning as a result of entering or trying to enter a liferaft.

We don't have the information on what caused each of the five boats to sink, but the October issue of *Yachting World* describes what happened to one such boat, *Griffin*, and it is likely pretty much the same thing happened to some of the other boats.

Griffin was a production racer/cruiser, designed by Doug Peterson and built in England, and called an OOD 34. A popular one-design class, there were five or six entered in the Fastnet, two of which eventually sank. *Griffin* was doing 3 knots while forereaching under bare poles when an unusually large wave, the top 3 or 4 meters of which was breaking, struck the boat headon. The force of the wave turned *Griffin* turtle, and she remained in that inverted position for some 45 seconds before righting. By the time she did right herself her hatchboards were gone; the cabin was chest-high in water and the cockpit completely filled. The crew took to the liferaft and *Griffin* presumably went down a short time thereafter.

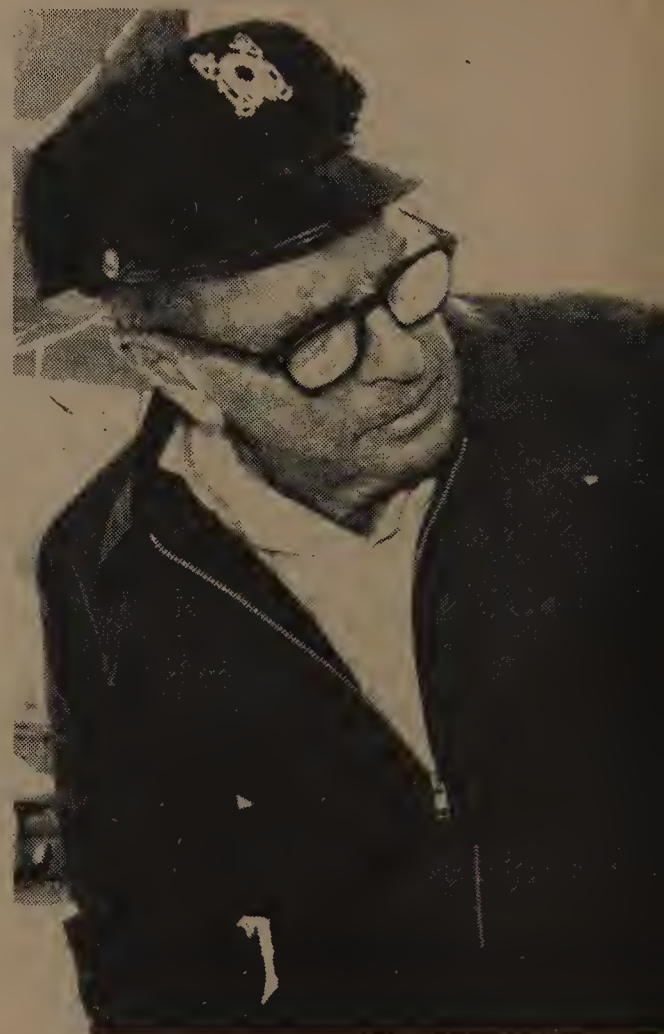
From what the crew was able to tell, there was no damage to the hull that was letting water in, it simply poured in the open companionway. It seems likely that the boat would not have sunk if the hatchboard had remained in and the hatch was closed.

Getting in the raft did not end the tribulations for the crew. The raft, whose brand was not mentioned, did not contain all the RORC required items. For example, there was no food, no drinking water, no seasickness tablets, or line. A footpump was included, but it did not work. The raft capsized a number of times, throwing two crewmembers out its opening on one occasion. Eventually the canopy was ripped off the raft. Two and a half hours after taking to the liferaft they had the good fortune of being spotted and rescued by a well-handled 36-ft French entry. One crew member who was wearing only shorts and a T-shirt when the boat went down came very, very close to dying of hypothermia, but did recover.

So what's going to happen with racing boats as a result of the Fastnet? Well, right now a large investigation is being undertaken by a large number of British government bodies. Whether they will eventually come up with bureaucratic bullshit or useful information is unknown. Perhaps the best information will come from the 20-page questionnaires that are being sent to the skipper and 2 most experienced crewmembers on each boat. Some interesting information is likely to be found there.

Other than the fact that there are investigations underway, it's hard to predict what will happen. Olin Stephens seems to feel that the tragedy will provide the final impetus for getting minimum scantling

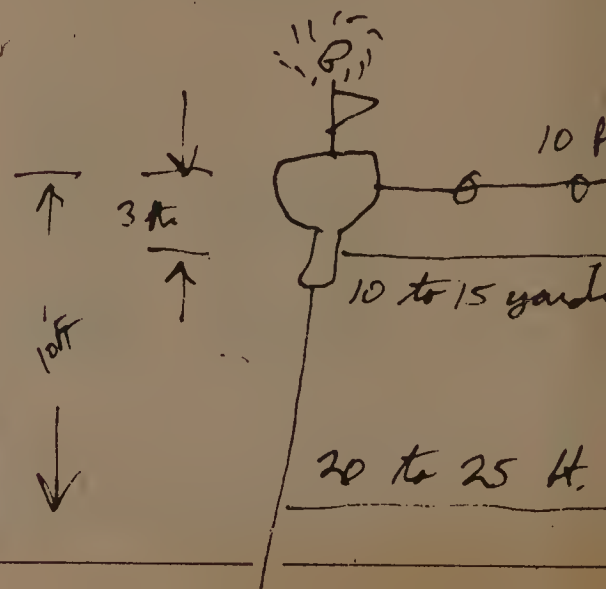
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choking

After 30 pleasant years of sailing, this was going to be Walter Kenyon's last trip on his 20-ft. *Carinita*, *Apsarsas*. He'd put the boat up for sale with a broker who had a buyer. This sail was to say goodbye.

Singlehanded near Angel Island he passed close to a pink buoy with a flag — which unbeknownst to him was one of the many NOAA monitoring buoys that will be here until mid-December. El Clunko! *Apsarsas* hit one of the two cables that flow out from the buoy, and a short time later he ended up on the rocks at Angel Island.





the anchor

The Coast Guard tried to assist, but they could do nothing. A marine salvage company charged \$500 just to look at the boat on Sunday. It was another \$1000 to buddy-boat it to a yard on Monday. Zaaaaapp!!! Just like that. Having no hull insurance, Walter had effectively zeroed out his boat: value, \$1500; bills, \$1500.

For Walter, who had been sailing with his now semi-invalid wife for 30 years, it was a hard way to end it. He'd lost masts, and he'd lost keels off his boats, but this was the worst indignity.

Walter thinks the NOAA should have done a better job of warning boaters about the submerged cables with flow some 35-ft. away from the buoys. If you've hit such a buoy, Walter would like you to call him at (415) 921-1344.

The Latitude 38 Quiz: Can you find surface in this Coast Guard cadet's diagram of an NOAA buoy? If so, you win. If not, better steer clear of them.

fastnet followup con't

rules written and enforced. However the evidence seems to indicate that the 'light' boats everyone was so quick to accuse of being the cause of all the problems, performed very, very well. Since they didn't seem to be the problem the initiation of a scantling rule might be difficult.

Rudders were clearly a problem, especially the carbon fiber rudders. Ron Holland, whose designs lost a number of them, is reported by *Yachting World* to not be encouraging their use until it can be figured out why they are failing.

At the Big Boat Series we were able to slip a few Fastnet questions to Doug Peterson, perhaps the most popular designer of ocean racers, before he knew what hit him. What did he think of Ron Holland and crew abandoning *Golden Apple of the Sun* when she lost her rudder? "I thought it was pretty silly", sniffed Doug, who doesn't mince words or disguise his feelings in the slightest. What boat were you on? "The German entry *Tina-I-Punkt*." How did you do? "We lost our rudder." Do you think that maybe rudders aren't being built sufficiently strong these days? "No, I think they are strong enough" said Doug, who having had his fill of our kind of company bolted off into the crowd before we could ask him if the Fastnet would change anything in the way he designed his boats.

That's the way it stands now, there will surely be more to follow.

this is the last issue of latitude 38

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Until next year. Most of you already know that we do not publish a December issue. Perhaps you think we skip that issue because you'll be busy with the holiday season. We'll let you think that, although the real reason is that we want to get the hell out of town for a month and do some sailing and save our sanity.

While there will be no December issue, there sure as snowcones will be a maximum grande issue de la boat show a la de palace des Cows coming at you the first week in January. In that issue we will be sharing with you the collected wisdom of Hank Jotz' old sail loft's bathroom wall. Peter Sutter will tell about his various cruising boat 'experiments' during his recent cruise in the Pacific. We'll have Amy Boyer's first person account of crossing the Atlantic Ocean singlehanded. And how about cruising the Molokai Channel in a Hobie 14? And let us not forget the Susie Klein's sailing summer on the east coast. There's always the heroic writing of utterly Urbancyzk, and the sweet subtleties of Sue Rowley. There'll be so much more you'll not want to miss it Jose, no way!

For those of you with business on your mind, the Classy Classified deadline will be the 22nd of December. The display ad deadline will be the 10th of December. Get ready, it's going to be the biggest issue of Latitude 38 ever.

Meanwhile have a happy holiday season and god bless all of you.

SIGHTINGS

attention j.o.g.ers

This note is to determine if any sailors in the *Latitude 38* readership are interested in forming a Junior Offshore Group (J.O.G.), Northern California Branch. The Junior Offshore Group was founded in England in 1950 to provide an organization for racing small yachts (16' to 20' LWL) offshore.

J.O.G. emphasizes safety and fun, as well as, development of fast, seaworthy small yachts. Anyone interested in the proposal can telephone me at: Home (415) 359-2442, Work (415) 556-6074 or write c/o: Golden Gate Yacht Club, Foot of Scott Street, San Francisco, CA 94123.

Thank you,
John Hendricks

deranged in berkeley

A few weeks ago, a group of somewhat deranged sailors in Berkeley, thinking back to the good old days on Long Island Sound, were bemoaning the fact that there is no Frostbite Racing out here in the Bay Area.

"That was the best sailing there ever was," said one hard-core sailor. "First we'd have to shovel snow off our boats, then the crash boat would go out and break up the ice in the harbour."

His eyes began to acquire that "far away look" usually associated with long-distance cruisers.

"The races only took about fifteen minutes each, so we'd do seven or eight every Sunday afternoon. That meant eight starts and up to 40 mark roundings! We used a 9-ft. dingy called a 'Dyer Dhow' — non self-bailing, non self-rescuing, of course."

"You must have froze your transoms off!" commented a skeptical sailor from southern California.

"That was always a possibility," continued the Frostbiter, especially since this was before sailors discovered the wet suit. "Actually, the racing was so intense that I can't ever remember being cold and the crash boat fished us out of the drink seconds after we capsized."

Then another East Coast sailor joined the reminiscing.

"In my harbor, the ice was too thick to race all winter — but the skippers of all the hot offshore type boats would be out there in March bouncing ten foot dingys off each other."

"Well, that explains why their big boats were so competitive," added Frostbiter number one. "We even had a helluva good time at the protest hearings, especially after we all got to know the rules really well."

Anyway, the result of this conversation was the formation of the Berkely Frostbite Racing Association. Unwilling to recognize how time can affect one's memory, they are dedicated to racing small boats under the most ludicrous conditions available. Not having access to cold water and ice, they will race in the dark at the Berkeley Marina South Dock from 6:30 to 8:30 P.M. on Thursday nights, beginning November 1. Starts are planned for Lasers, Lido 14's, Windsurfers, and of course, El Toro's. But being a deranged sailor isn't the only requirement. Each competitor must have a waterproof flashlight, a whistle, and wear a life jacket or a wetsuit. No LORAN or SATNAV, please.

— max ebb



columbia challenger

It was a sad Nationals for local Columbia Challenger sailors September 1 & 2. Southies from Redondo Beach's King Harbor proved what poor guests they can be by taking the first three spots. The only other Southie entry

take my stern,

It sounds like a nautical Henny Youngman, but it's really Don Keenan at the start of the Singlehanded Drakes Bay race. Don was in the harbor when the starting gun went off, so he was racing out and had to ask folks to please stay clear of him.

Generally starting this late is a poor





nationals

finished 13th, but only after he was disqualified in two races.

Don Gibson was northern California's best with *Floozie*; he took fourth. There's always next year.

please!

tactic, but this time it worked. Punctual entries got killed when they helplessly drifted over the starting line in the strong ebb and couldn't get back across the line. There was nothing they could do but take a big penalty.

All this from George Lubb of Concord.

PHOTO BY LEE DARBY

— PHOTO BY GEORGE LUBBS



singlehanded transpac

Inspired by your article on Norton Smith and Amy Boyer, I'm writing to you for help. I want to sail in the singlehanded race to Kauai. Who do I write to for an entry form and find out about qualifying?

I flew to Kauai last year to meet Bob Colman and sailed back with him, 25 days to Newport, Oregon.

I would like to try my skill in the TransPac and renew the acquaintances with everyone again.

Charles Kite
Marina del Rey

Charles isn't the only southern Californian interested in the 1980 Singlehanded TransPac who doesn't know how to sign up. Peter Saltman, from somewhere in the southland, called and said he had bought Darrell Davey's Vanguard Uhuru, and plans to take it on the 1980 singlehanded TransPac. Darrell, Peter tells us, has bought a Lancer 36 that he plans to enter.

If you wish to apply for entry in the 1980 Singlehanded TransPac, write to the Singlehanded Sailing Society, c/o: The Oceanic society, Building E, Fort Mason, San Francisco, CA 94123.



Richard Carlson of Oakland sent us this photo of what looks like ancient ruins growing next to the Portobello complex on the Oakland Estuary. It turns out it's going to be a new building for KTVU Channel 2. Some architectural critics are saying 'Thank gawd there's only one two!'

boat buying and rising interest rates

Think it's a bad time to buy a boat? It may be that just the opposite is true. The prices of boats continue to go up with inflation, and they certainly will continue to go up next year. Dealers who are faced with increased flooring costs may be willing to deal more than at any other time.

Yeah, you say, but why should I pay high interest rates? Well, one of the attractive things about boat loans is that banks are very willing to refinance them — something they don't often do with houses. You may have to finance with a higher interest rate now, but 6 or 8 months down the road, you may be able to refinance your boat, perhaps at an even higher value, and even pull some cash out.

We're not financial experts, but by necessity many are getting that way. If you've been thinking about purchasing a boat, don't necessarily let rising interest rates scare you away. Talk to a dealer or two who can show you the advantages and disadvantages of buying now as opposed to buying later. Then decide for yourself.

FINN

Just another typical summer afternoon along the Berkeley pier. Blustery 18-25 knot winds are whipping the shallow, ebbing brack into an incorrigible two to four foot chop. Ten gallons of this chop slams over the starboard bow and into the cockpit of my old, white Newport Finn as I take a load off my aching knees by sitting on the rail instead of hiking out. Hiking the boat flat is essential in order to keep a Finn slicing through this kind of water instead of pounding and slamming over it like a wounded hobby-horse.

Although I'm sailing singlehanded, I'm not alone. As if the sickening slam and "thanks, I needed that" splash aren't enough punishment for missing this wave, another swift reprimand comes quickly from the rapidly closing Finn behind me. It is the voice of Louie

Lou Nady.

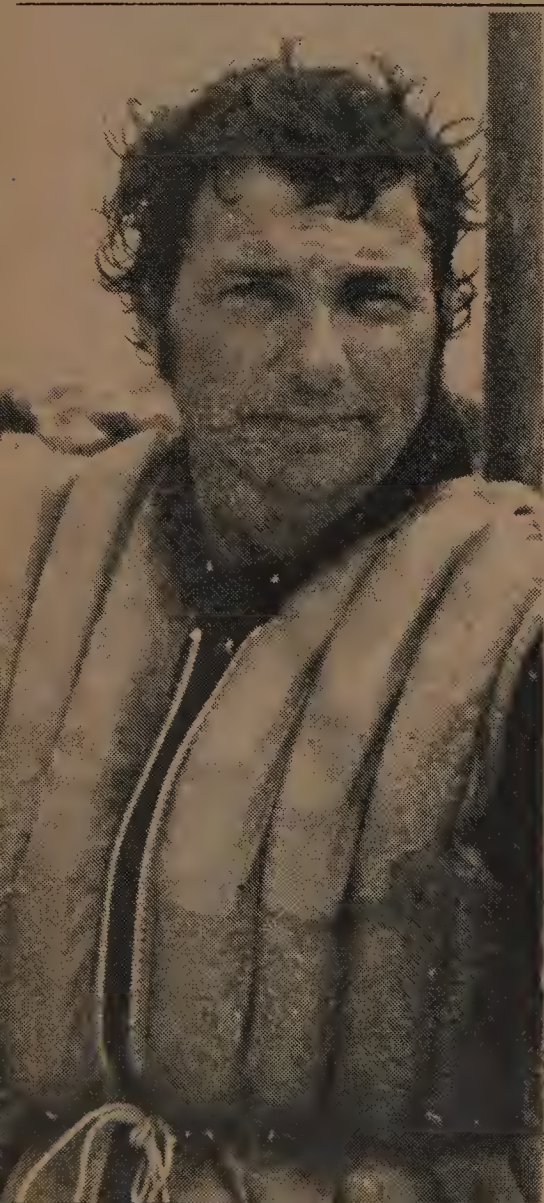


PHOTO BY JILL MONTBACH

Nady rising above the insistent howl. "C'mon Hansen, you're dogging it again. Hike out all the way . . . your ass should be dragging in the water half the time in this relatively light air . . . and quit pinching you're carrying a luff at the top of your sail . . . drive off and power through this chop."

Naturally he's right. Despite the painful protest of my throbbing thigh muscles, I hook into the straps and ease my butt down to the waterline. As I jerk the hiking stick past my right ear to windward the boat drives off and knifes neatly through the next three waves with nary a hint of hobby horsing.

He damn well ought to be right. Louie Nady is virtually Mr. Finn on the San Francisco Bay. He's been sailing the Olympic Singlehander to the practical exclusion of all other boats for the last nineteen years.

Unlike a lot of the Finn superstars, Lou started sailing at the ripe old age of 20, back in the early sixties. He was a student at Berkeley and got interested in sailing at the Cal Sailing Club. He still sails up and down the Berkeley Pier with a gaggle of other local Finnsters at least once a week. While the group turns over every few years, Lou remains as the sole original CSC Finn sailor.

"I bought my first Finn two years after I started sailing. I liked the boat because it seemed more responsive than anything else around. There were only a few Finn sailors on the Bay before that, mainly Gary Mull and Warwick Tompkins. Ed Bennett started a little before me and Ed and I have been the most consistently active over the years. In those early summers we'd have around six guys sailing almost every day. Pete Skaarup, Al Niedermeyer, John Myall and Bill Mister were a few. But after a point, fairly early on, I realized we were just having a good time dinking up and down the pier and not getting much faster.

"When Ed Bennett and I started sailing together one-on-one, we both started learning a lot more about boat speed. We'd just start going to weather



together with everything trimmed the same. After at least a mile or so, if we were still reasonably close together one of us would change just one control — like downhaul tension for instance. If the one with the tighter luff pulled ahead we'd both know that was faster."

By the late sixties Louie and Ed were engaged in these tune-up exercises with increasing frequency. It paid off; Ed and Lou grabbed the top two slots respectively for the 1972 Olympics. At the Games in Kiel, Germany, Ed Bennett was the Finn representative and Lou the alternate.

Louie believes time in the boat is the most essential form of conditioning, but



Praying? Meditating? Or just the start of roll-tack.

undertook the Finn ordeal in his early fifties recalls, "I was trying to relive my youth, so I bought this Finn. One race right after the start Lou was right below me on a parallel course. He kept yelling, 'Tack, Ed, tack!' I thought he was just trying to trick me but decided to let him through since he really had a chance of winning the race and I didn't. So I just followed him while everyone else went the other way and before I knew it, we were in the best wind and ended up first at the weather mark."

Soon thereafter Ed sold his Finn to Lou who used it to win five district champs before selling it to your author. Lou recalls this as the period when "John Beery was the local dealer for Newport Finns, which were then state-of-the-art. Everyone in the fleet got a real kick when Beery came out with this magazine touting the Finn as the 'ideal family daysailer' showing a couple and a child sitting in the cockpit on a placid day, decksweeper boom and all (HAW!! HAW!!)."

Around this time, Lou's life was so consumed by Finn sailing that even his ladyfriend, Mary O'Neill, was one of the few female Finn jockeys in the history of the class. "Mary really got pretty damn fast but none of the guys would tolerate her sailing over them. Bennett or I would go by and they'd take that in stride, like they expected it. But as soon as Mary started to close in on them,

their Kiel training schedule was rigorous by any standards. "Every day, eight hours a day we sailed. There were clinics, drills and constant practice races. It's great sailing but it can get to you after awhile."

As the games began and races began to build into a regatta, Ed Bennett was finishing in the bottom of the top third of the fleet.

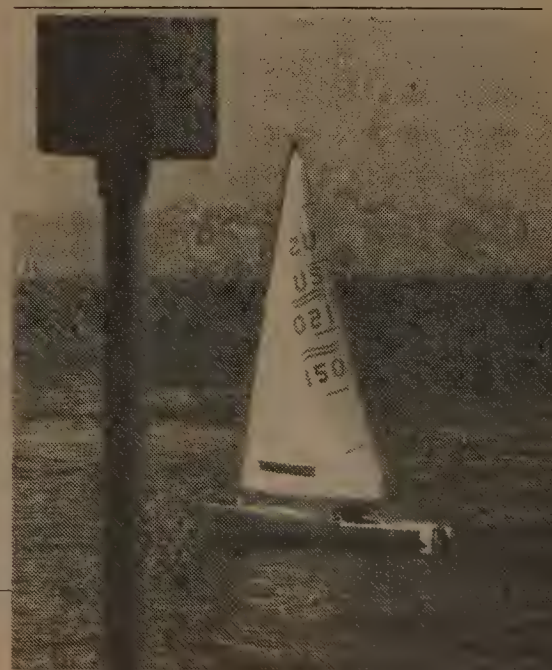
"Ed is used to sailing in heavy airs and his strategy has always been to play the shifts going right up the middle of the windward leg. Because of light air and wide progressive windshifts this wasn't the way to go at Kiel. On the third day, after Ed had gotten a tenth

and a 15th I said, 'You can't just bo up the middle here. I know you're not used to it but you've got to choose one corner or the other if you want to be first at the weather pin. You definitely gotta commit yourself one way or the other.' The next day he went all the way to the wrong corner and ended up 24th in that race.

The coaching role comes easy to Lou and he's had a hand in bringing up just about every Finn sailor on the Bay. This includes the long-shining stars as well as those who flash briefly through one or two seasons before entering other sailing spheres.

Ed Holden, who courageously

Lou's 150 heads out the St. Francis





The Finn is generally considered the most physical, trying singlehanded boat. Can you guess why?

they'd all start hiking like mad and sitting on her air, anything to keep from getting ground down by a woman." But those were the sixties and things might (????) be different now.

Things are a little more well-rounded for Lou these days. After taking a Phd. in chemical engineering at Berkeley, he's been a heavy at Stauffer Chemical in Richmond for nearly a decade. His wife, Karen, and son Andrasch (Hungarian for Andrew) lovingly take up much of his time. Within the context of all this family life, the phone in the Nady's attractive Berkeley home rings regularly with Finn sailors asking advice or just sharing the latest game.

Most Bay Area sailors venturing into the Finn class are directed to Lou Nady for advice and orientation. Lou is still a very competitive Finn sailor and zealous coach. Witness: fourth place in the 1978 Gold Cup (world championship) in a fleet of over 100 boats.

Over the years he has developed some very definite ideas on the best way to achieve excellence in the class. On

physical conditioning he says, "I've always thought sailing a Finn is the best way to condition for sailing a Finn. You have to develop specialized muscles that you can't develop any other way except hiking and cranking on the main sheet."

This is intriguing to hear in an era when many Olympic sailors are heavily into things like weight training, dancing, yoga and running to preen themselves for ultimate boat handling. "I do run two miles every day I can't sail, but I'd certainly get more out of sailing those days."

Currently, the national and world levels in the class is dominated by men in their early twenties who have been at the top of the Laser class for the last few years. Locally this includes John Bertrand, who just returned from a summer of back-to-back regattas in Europe with an armload of spoils including the European Championship.

Lou recognizes, "These guys are good sailors because they've had the opportunity to sail daily for many years.

We're getting to see more and more of this in America now and that's why American sailors are kicking ass leading up to the Olympics."

"Previously," says Lou, "European sailors, especially those from the Eastern, Socialist countries have been given room and board to sail full time. This year is the first time we see a lot of Americans who have the chance to do this. It doesn't mean they're professionals, just that they can, for one reason or another afford to be full time amateur athletes. But the level of commitment some people make is awesome, almost too intense. It's sad that over the years a lot of good sailors have had the opportunity to sail this incredibly responsive and beautiful boat and then give it up after a year or so because they didn't get that one Olympic berth right away. Olympics notwithstanding, it's hard to find such a responsive boat as the Finn with such fine competition all over the world."

— doug hansen

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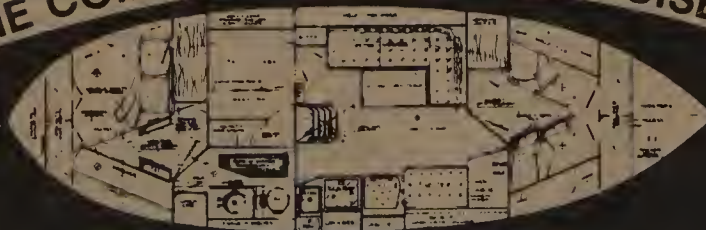
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TY KNUDSEN

PART II

38: Let's talk about your boats and the gear you've had. Starting with the boats, you've had a Westsail 32 and a Westsail 43. Did you or do you like one better than the other?

Ty: Well, I like a double-ended boat, and I do like a heavy boat. I seem to be prone to hitting things: icebergs, whales, and rocks, so I like a good, strong, heavy boat. We just put a fitting in this boat down at the waterline and it was an inch-and-a-quarter thick, maybe an inch-and-a-half.

I hit a log in Alaska, a tree, that had to be 90-feet long and 5 or 6 feet in diameter. I was doing about 5 or 6 knots and smashed into it with the bow, and was stopped dead. I was wrapped up with the darn thing for 10 minutes, with nasty weather pushing the log into me all the time. It was too heavy to push away, and I couldn't work away from it. I just banged and banged and banged against the boat, but there was no serious damage.

Another time I sailed straight into a rock at about 6 knots — it wasn't charted or anything — well, it was charted but it was supposed to be deeper than it was. That took out about 3/8's of an inch of fiberglass from the hull. It was nothing to worry about, and

I didn't even fix it for about 3 or 4 months.

38: So you like a heavy boat. You have quite a bit of sail area, don't you?

Ty: Yeah, that's the one problem with this boat. I could handle *Misty*, the Westsail 32, in any kind of wind. Never any problems if I had to muscle a sail up or down. This 43 is different. I have to anticipate the weather a bit. That's why I put the roller furling on the headsail. I'm not a fan of roller furling headsails, but I found when it's cooking up north, in 35 or 40 knots of wind, and you've got a headsail to change, it's lots and lots of work. So, I'm trying to make it a little easier.

Both *Misty* and my 43 have tall rigs. *Misty* would average 125-miles a day going down to Mexico and about 100-miles a day coming back, and I didn't think that was bad. This boat, the 43, well, here's a chart . . . I left Seattle at 3 p.m. so that was 150-mile day, then 175-mile day, then 145-mile day, then 150-mile day, so it was about 5 1/2 days for about 900 miles, something like that. I had a crew, so it was nice.

When I came down from Alaska to Seattle, I was by myself and hit three storms. It took 14 days, from Alaska to Washington. After three of those things



I was really tired, and I thought if I hit another storm that I would really be bushed. So I got a couple of friends to sail down the coast from Washington to San Francisco with me; there were no storms and we zipped right down with no trouble.

38: What does this boat displace?

Ty: As she hits she displaces about 38,000. Out of the factory they displace about 34,000, but mine's loaded down



Ty strikes a 'Playgirl' magazine pose for all our lady readers. Notice the macho toothpick in his mouth.

much ice in this bay that I was pushing icebergs out of the way. It wasn't very protected, but I anchored anyway. I woke up at 2 a.m. and an iceberg had come down with the current and hit me on the bow and plucked my anchor right up and was taking me out. Ho, ho, ho, ha, ha, I had to get the anchor up and bang it off and get around the thing. Ho, ho, ho. But I think a heavily built boat gives me a chance to go to those kinds of places and not worry too much about it. That bay was one of the really memorable little places I've been, really something else. I pushed right up to the glacier, and not too many boats get up there.

38: You've spent a lot of time down in Mexico, and now a lot of time up north in Alaska. Do you like the one more than the other?

Ty: I didn't think I would like Alaska much, presuming it would be too cold. But, I really fell in love with it.

38: But was it awful cold?

Ty: Not in the summer; summers are nice. I worked up there for two months and I enjoyed the cooler weather, because you do have to push in cutting. It's tough manual labor, even though you only work 6½ hours a day — that's all they let you, and you're darn tired. You're cutting, and you get paid by the amount of board feet you cut, so how much you make depends on how much you cut — so you really work hard, not breaking for lunch. So I made about \$200, or a little more a day.

38: Was it expensive to live up there?

Ty: Food was about 15% higher where I was, and meats and stuff about 20% higher. Housing is much, much higher, fuel is not bad. If you're going to live there in a house, it's really going to

and I had them put a couple of extra layers of fiberglass on the bottom of the hull.

38: Do you think that's necessary?

Ty: Probably not. But I guess I think it's good for my peace of mind. I'm loaded down, and I sit about 8 inches lower at the waterline than any of the other 43s. Maybe it hurts the performance, but it doesn't seem to. I make good runs, and that's all I care about.

Singlehanded you're going to hit things, you just can't watch 24 hours a day, so I like a heavier, stronger boat. Up in the Northwest, it's particularly important because there is a lot of junk in the water. Logs — I've been through a place up there where there were 200 or 300 logs all jammed up in a pass.

I took my boat up to La Conti Bay, which is the fastest discharging glacier in the world. It really moves. There was so

INTERVIEW

Ty's 43, 'Sundowner.'



cost you. And it really costs the cutters living on the float because they had to have all their food shipped in. I had it made, though. I would just take a weekend off and sail to the nearest store.

38: What kinds of things do you think makes your boat really liveable, other than the insulation. What kind of heater do you have?

Ty: It's a Dickerson oil, and it's a good one. I think maybe they've got this new Cyclops with a pot burner inside that is really good. It allows you to burn No. 2 diesel, clean. I have to burn No. 1 or else it gets dirty, but it's a good stove. Originally there were cupboards in its place, but I tore them out and put the stove in. I got the boat pretty bare, it was all I could afford.

38: Did it have an interior at all?

Ty: Yeah, but just a bare one. Since then I've stripped it all down, refinished it, insulated it, put teak floor in . . . the teak floor is my big pride and joy. I did that this summer.

38: What other things have you done to the boat? What does a stock production boat need to become a sufficiently equipped cruising boat from your eight years of experience?

Ty: Well, you know, you hear all kinds of people tell you that if you keep them simple, you're better off. Well, *Misty* was simple, she didn't have a lot of gear on her; she just had an ice-chest while this has a full refrigeration system. Let me tell you, I'll take a well-equipped boat. Down in Mexico I'd be in these little coves and whenever a big boat would come in, there was 3 or 4 of us usually, we'd all perk up and go over and we'd listen and all of a sudden you would hear 'tinkle, tinkle, tinkle,' *ICE!* We all jumped in our skiffs and made a beeline out with our glasses in our hands, and holler "We don't care what



you're drinking, just put ice in it." Ho, Ho, Ho. It was the greatest thing in the world getting that ice. This boat I have now has refrigeration and it is one of the greatest comforts you can have on a boat.

It's an expensive system for sure, but I got it in trade for some work I did for Westsail. I run the engine for half an hour ever other day and it stays perfect. In the tropics, probably 30 minutes a day.

38: What kind of engine do you have?

Ty: A Perkins 2-36, it's 85 horsepower. The engine in the other boat was nothing but trouble, but this



Heavy boat in heavy chop.

one has been trouble-free.

38: What kind of prop do you have?

Ty: A twenty-two inch three-bladed prop.

38: You prefer a three-bladed?

Ty: Yeah, it gives me the power and maneuverability. I can turn this thing in it's own length. I can do almost anything with it, no matter how hard it's blowing. With a two-bladed I run into problems in some situations. I know it makes some difference in the sailing ability of the boat, but I haven't noticed it that much.

38: What other non-simple things besides refrigeration do you like to have? I see repeaters for instruments on the chart table. What else?

Ty: Well, these aren't repeaters, these are the only ones. I didn't put them outside — the windspeed, knotmeter, and log — because they would get corroded or kicked in up there. I can still see them from the wheel, so it works out fine.

Something else, on this engine I have a hydraulic drive, and it's nice. It means I can keep the RPMs up at the optimum so it actually saves fuel, or I can take it down to a crawl and it doesn't hurt a thing, because all I do is feed the hydraulic to it. I can maneuver it much easier — I like it. It whines a bit when you're really moving, but then I don't use it much. If I can sail I always do that.

Well, I'm not a purist in the sense I'm not going to sail $\frac{3}{4}$'s of the way to Hawaii to get to Alaska; I'm going to get up there and then sail.

38: You have radar, how is it?

Ty: I've got a Saye's rig and I, oh, it's adequate, that's about all I can say about it.

38: You've got a hard dinghy, how does that compare to an inflatable?

Ty: The hard dinghy is much better. It's difficult to stow — I put it right on deck — but boy, it rows better. And, it beaches better with breaking seas, where I used to dump an inflatable. Heck, I've ridden that hard dinghy in on five-foot breakers and never dumped it. You just get back and ride it right in.

38: Your cabin lights are fluorescent. What about them?

Ty: Well, they don't drain much juice. One thing bad about them is that they interfere with your radio, so I installed one normal bulb in my room for when I want to use the radio.

38: What kind of radio equipment do you have?

Ty: I've got a VHF, I've got a CB — up in Alaska that's a telephone — but downhere it's the shits. I've also got a ham radio; I'm just working on getting the license now, and I'm sure it's something I'll use when I get to the south seas. I've got two depthsounders, one in the bow and one in the stern.

38: Why do you have two?

Ty: Oh, one is just a backup. I thought as long as I was going to have a backup, I might as well have it in a different place.

38: What do you carry for safety gear?

Ty: Well, we've got the Avon 6-man liferaft and the safety harnesses and all that kind of stuff.

38: Do you find yourself using the



safety harness often?

Ty: No, I . . . well, when it's rough I do use them. Maybe I should use them more often, but I don't.

A funny story, on my way up to the states on *Misty* — I had her four years then — I had never used a safety harness, no matter how rough it got. Just before I started up the coast I had the same nightmare for three nights in a row, all about me falling off my boat, and seeing it sail off without me. I thought, "I'm not going to be burdened with these dreams," and rigged up some running lines that I could clip on-to. And I be darned, but three days out I fell off of the boat, no kidding ho, ho, ha. It was two in the morning and I was taking down a sail and a wave came and pushed me over.

It took me a long time to get back aboard . . .

38: How long?

Ty: Forty minutes, because I went over the high side and couldn't reach up or get around to the other side. I was in so long I thought I was going to sail all the way to Los Angeles. Ho, ho, ho. Behind my boat.

38: Did you feel you had bought it?

Ty: I felt it afterwards, but not while I was in the water. When I finally got back on the boat and down below, my knees started shaking and it really scared the hell out of me. Ho, ha, ha, ho.

38: Do you have a hot and cold shower? Do you use it?

Ty: I have one, and I only use it sparingly. Very sparingly. I try to conserve water, I do carry two hundred gallons, but I still try and conserve it.

38: What about your stove?

Ty: I've got a propane, and it's great! I had a kerosene on *Misty* and outside of the engine on that boat, it was the worst thing I ever had. It was temperamental, it flared up, and twice it almost burned my boat down. Not only that, but there were places I couldn't get kerosene and had to use paint thinner. I had a friend who was down there with propane — I bought a kerosene because it was supposed to be easy to get — and we'd go ashore and he'd be

back with propane in 30 minutes and I'd be hunting all over town for damn kerosene. This was in Mexico. Most of the time I burnt paint thinner in it because Mexican paint thinner is about as good as our kerosene. Ho, ho, ha, ha.

I used to have an Aladdin lamp for light. The thing put out a tremendous flame, but they've got a mantle that is sooooo tender. I went through a thousand mantles . . . they almost broke me, I bought them by the case.

38: You have a chart table. Do you use it a lot?

Ty: Yes, and I think it's important to have one. I have my radios there, all my logs, my charts, yeah, I think it's a must.

38: I noticed that you have self-tailing winches. Do you like them?

Ty: I'd have them all over if I could, they're great. If I had thought about it before, they'd all be that way. I bought the Bariant 32 self-tailers for primaries later. I'd put self-tailers on the mast, I wouldn't use . . . well, for singlehanding or shorthanded sailing, they are a must.

38: Then you must have rope halyards?

Ty: Right, I like them a lot. I can fix them myself, I've already gone through a set of them. They are external, but I wouldn't mind having internal halyards, but that's in the future. Let me tell you what I'd especially like to have — I'd like to have the jiffy reefing system internal — get all those lines out of the way. In fact, that's something I'm going to have since I got a brand new boom sitting in my father's garage.

38: What are you going to do with another boom?

Ty: Well, the new one's a little more heavy duty. I had one just like Walter Cronkite's — our boats were built side by side — but then he had a deadline, and he having a little more pull than I did; everybody went off my boat and went on his. He had a 42, but he had the same boom I did, and he bent his sailing back east during a jibe. They replaced it for him, so I wrote and told them I had the same boom he did, and they replaced it for me.

38: You're kidding.

Ty: Ho, ho, ha, no, they were always good to me. Westsail ran into management problems and such, but they always treated me well. They owe me a little money, but they've done so much and given so much to me that I can't be petty about it.

38: You've got a cutter rigged yawl, how do you like that set-up? Do you go down to a staysail and reefed main a lot?

Ty: Only when it's really pumping. But, I like the jib. On a downwind run, I just wing out two headsails from the deck rather than all the way out on the bow. I had what they called 'finger-twins' on *Misty* and it worked just great. I'm going to have some sails made just for going downwind on this boat, but ho, ho, ho, I never have gotten to go downwind on it yet. Ho, ho, ho, when I started cruising I thought I'd always go with the wind, but at the last minute I'd always change my mind and think of someplace to go that's uphill.

38: You've got steps on your mast, do you use them often?

Ty: I use them all the time. I'd never have a boat without them. I go up all the time, there's always something going on up there, or you just want to look around. I never have anything up there bind up anymore because I go up and oil things and make sure it's all ok. I can get up and down real quick.

38: What don't you have on the boat that you'd like to have?

Ty: Well, if I'm going to singlehand a boat this size, and I do like a boat this size and I do like to singlehand . . . or if you sail with a lady which, well, that's really singlehanding too, ho, ho, not always, but in these situations I think I'm going to look into solid rod furling for all three sails, like a Hood system or something. That way I could do them all from the cockpit. I know you lose a little performance, but at this time I've really gotten accustomed to this size and the comfort — it has really gotten to me, and I don't think I want to come down in size, ho, ho, ho, ha. The only thing that is tough is hauling in sail when it's

rough. I like to sail, but I got a jib that's 606 sq. ft. of 9¼ ounce cloth and that's tough to haul in.

38: What sails do you have?

Ty: Well, I've got about eleven. I've got two yankees, two working jibs, a drifter, staysail, storm sails. Coming down from Alaska it blew 45 knots for about 3 hours and I put the storm jib up and it did 5 knots easy with that little jib. But this boat has a tall rig and I carry 1365 sq. ft. of sail.

One thing about this boat, she sure goes to weather better than *Misty*, with her tall rig she just trucks. And, she doesn't make much leeway. I mean, she doesn't point like a racing boat, but she points at a good angle and goes 6¼ knots to windward and 7 at times.

38: Guess you're really happy with the boat?

Ty: Yeah, I am. At one time I thought I was going to sell it because it seemed too big to singlehand, but now I've grown to accustomed to it, and it performs well for me. Plus, I'm not about to give her up after doing all that work to put the floor in, ho, ho, ha, ho, ho, ha. Once I stopped to think of what boat I'd replace her with, but I couldn't think of any, except for a quarter of a million dollar boat.

38: Oh yeah? What interested you?

Ty: Oh, I was thinking a Camper-Nicholson would be nice; but to have what I got, I couldn't find anything. I'm pretty pleased.

38: You've got a lot of storage space — do you use it?

Ty: Oh yeah. When I stripped everything out of her to insulate, I filled up three garages — and that is not a joke. I filled up my old man's garage until he screamed, then I did my brother's until he wouldn't let me in anymore, then I had to rent one of those storage areas. I've got rigging in here; I'm serious, I can rig this whole boat from what I've got stored onboard. I got turn-buckles, rigging, everything I need to rerig it. I carry lots of spares. I haven't used that many, but I may need them and be in Borneo or someplace.

38: Thank you, Ty.



TEAMING UP

The ninth annual San Francisco Bay/Kaneohe Bay Cal 20 fleet team races were held in gorgeous Kaneohe Bay, Oahu, Hawaii July 5th and 6th. After 7 close, exciting races, the 12 members of the San Francisco team were narrowly defeated by the Hawaiians by a score of 13 points to 15 points.

This was by far the most evenly matched, hard fought team race in the history of the event. In past years, most of the races have been a rout for the team sailing on their home waters with the visitors rarely scoring more than a point or two.

The Kaneohe Bay Cal 20 fleet members are experienced team racers, practicing often amongst themselves and team racing their rival Waikiki Cal 20 fleet a couple of times each year. In 1978 the San Francisco team, guided by Jeff Johnson, began for the first time to seriously practice. This practice paid

off with a 1978 11-0 victory for the San Franciscans on the San Francisco city front and the good showing of our team this year in Hawaii.

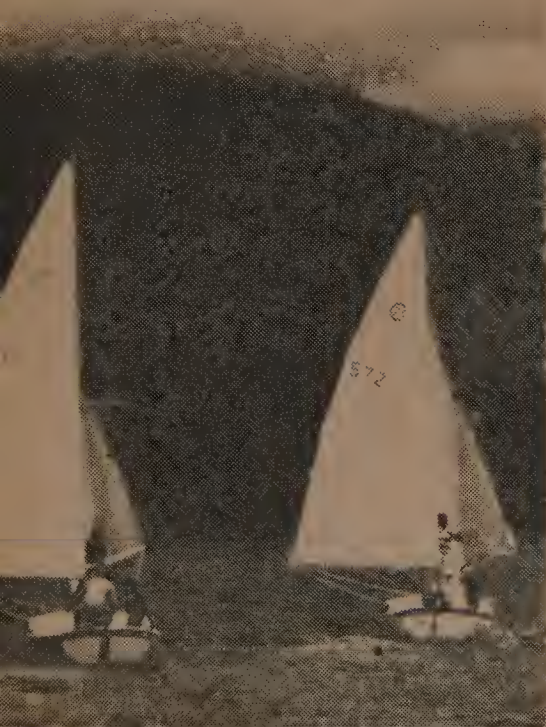
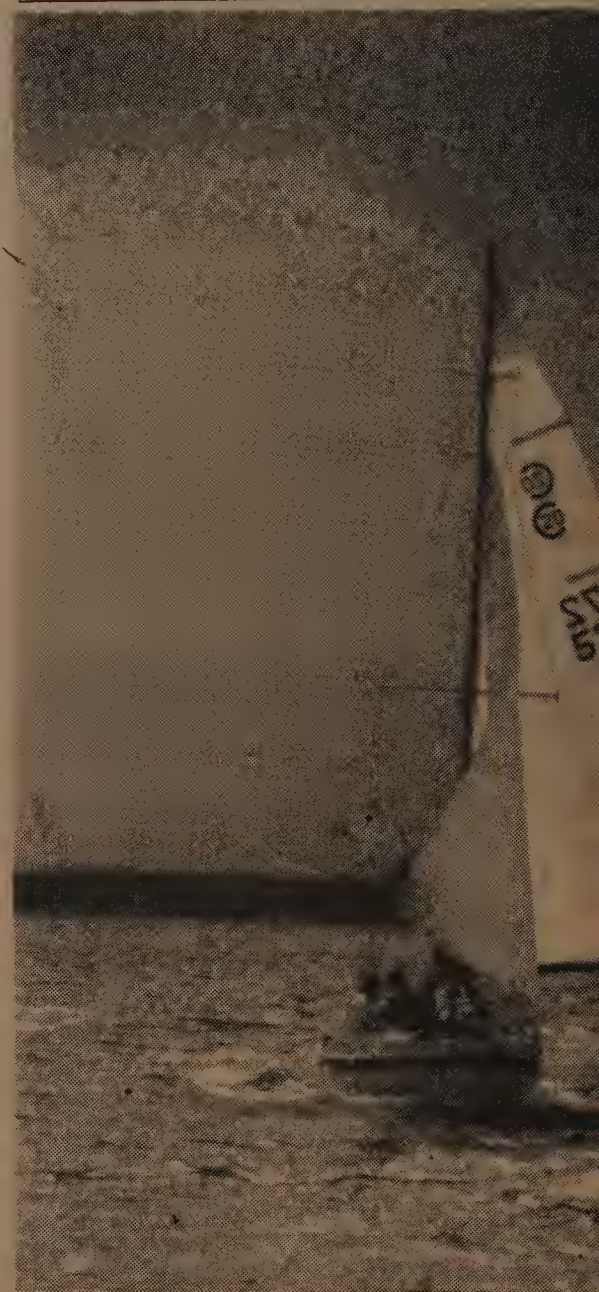
The San Francisco team consisted of: Greg Grunke (Team Captain and Skipper) sailing with Jim Armstrong and Howard Strassner, Ken Jenke (Skipper) with Colin Gilboy and Nancy Palmer, Bren Myer (Skipper) with Jan Pehrson and Earl Johnson, and Bert Rowe (Skipper) with B.J. Davis and Mike Burke. The Hawaiian skippers were John Myrdal, Glenn Clark, Joe Cochran, and Norm Baxter.

The Hawaiian hospitality is legendary — immediately upon our arrival began a series of “pu pu” parties, clam bakes, pool parties, dinners, 4th of July parties, and no-occasion parties. Knowing that in previous years the San Francisco team has been defeated before the racing even began, we strictly followed the rule “don’t stay up later at night than the Hawaiians.”

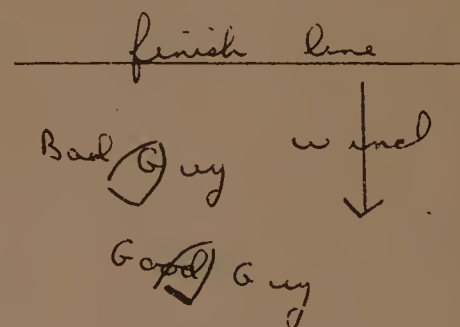
In our two days of practice on the boats provided for us, we worked to figure out the course and the wind shifts, learning to tack when the compass showed up headed approximately 7°.

Team racing is scored on a point basis, with the last place boat as important as the first place boat. We were racing 3 to a crew on 4 boats against 4 Hawaiian boats (which we swapped after each race) so there were a total of 4 points in each race. The first place boats from each team constitute a “pair,” as do the second, third, and fourth place boats, and the winner of each pair gets a point for their team. For example, a 1 2 3 4 finish for our team would result in a perfect 4-0 score, as would many other combinations, such as 1 3 5 7, 1 2 5 7, 1 3 4 7, etc.

The races were short courses of windward/leeward legs. The most excitement would occur at the last half of the last windward leg. There would be a flurry of boats dropping back to “attack” “enemy” boats, slowing them down in order to free their teammates without losing their own position. Example:



Cal 20's on Oahu.



1. The leading 'good guy' boat can't finish ahead of the leading 'bad guy' boat.

Bad Guy
Good Guy

IN THE ISLANDS



Over the years the participants have noticed that summer sailing is warmer in Hawaii than it is in the Bay.

It was this superior understanding of this strategy that won the series for the Hawaiians.

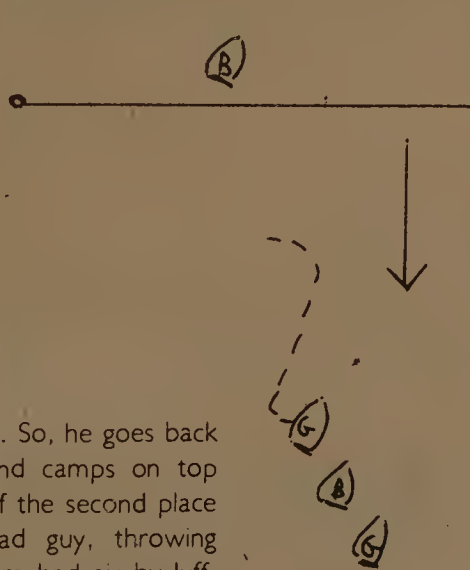
The first race began on an optimistic note — at the first weather mark, our team, sailing the shifts and their boats well, had the first three places. We almost blew our advantage at the finish. Ken Jenke crossed the line first. Bren Meyer, in second, went back to help out and free a team mate, but waited too late to make the move. Bren was not effective in slowing down the Hawaiians, but managed to slow his own boat down so much he barely managed to salvage his point in the 3-1 score.

We learned some lessons here about dropping back. Be aggressive. Don't hesitate, make your move no later than halfway up the final weather leg. Gain your control over a boat before they can fetch the lay line comfortably.

At the end of the first day, the teams were tied 6-6. Three different San Francisco skippers had crossed the finish line first in three races. There were smiles over the "pu pus" that night as the racing went into a second day — unusual in the history of the lopsided racing.

The fourth race was by far our best team effort — some called it "inspired"! Before the start, our team collectively decided to have Bren Meyer match-race the Hawaiian team's strongest skipper, John Myrdall. Bren successfully controlled Myrdall for most of the race. In the flurry at the finish, Greg Grunke caught Myrdall below the lay line, forcing him down so that Myrdall couldn't fetch but Greg could finish right at the pin. Myrdall gybed over to port only to be starboard tacked by Bren Meyer. He gybed over to port again only to be starboard tacked once more by Bert Rowe! Team tactics pay off. Myrdall finished last.

Good team racing means using all the rules and their technicalities to an advantage, as the Hawaiians demonstrated in the fifth race. One of their skippers fouled one of our boats early in the race. Continuing to sail, he was their second place boat to approach the finish line. The Hawaiian knew that he had a protest against him and that the rules



2. So, he goes back and camps on top of the second place bad guy, throwing him bad air by luffing his jib and overshooting his main.



3. Good guy succeeds in slowing down bad guy No. 2 enough so that good guy No. 2 can escape and finish ahead.

TEAMING UP



The 'Cal 20 teams from Kaneohe Bay and San Francisco Bay.

under effect penalized not only the boat losing the protest but the two boats from his team finishing nearest him. With this in mind, the Hawaiian skipper dropped back and finished behind the other boats from his team. He lost his protest, but his team was penalized only 1 point rather than 2.

The Hawaiians hula dancing at the "clam bake" that night said they didn't relax until the final leg of the last race and that they sure enjoyed it. We sure enjoyed the racing, not to mention no foul weather gear, the warm flat water, the 10-15 knot warm breeze, the rainbows, and even the refreshing squalls. Hopefully they'll invite us back in 1981 after we humiliate them on The Bay in 1980!

— jan pehrson
— bren myer

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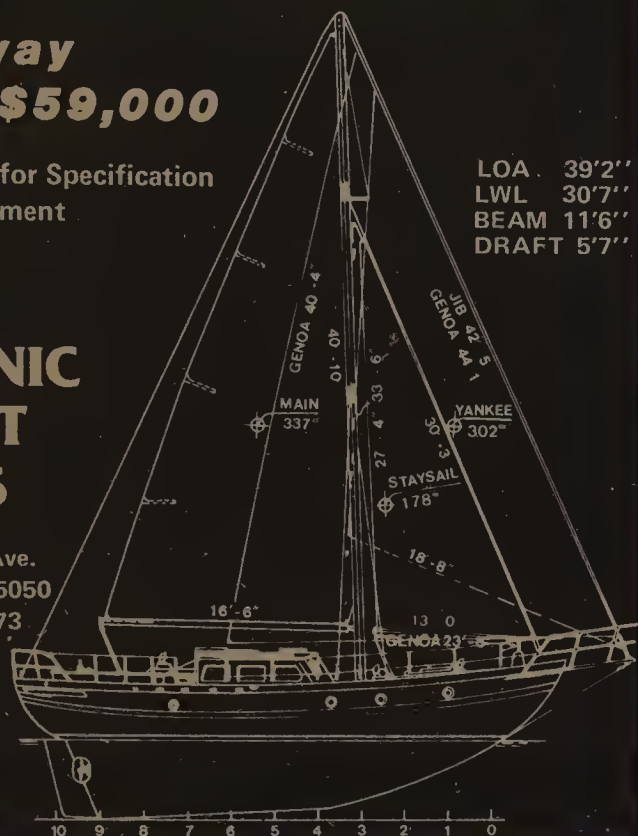
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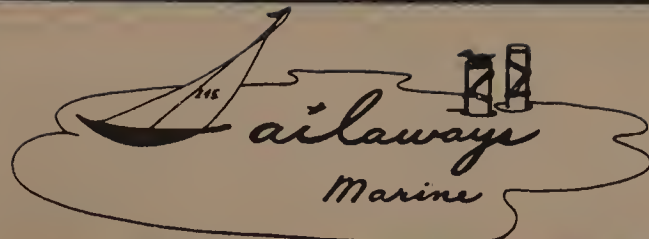
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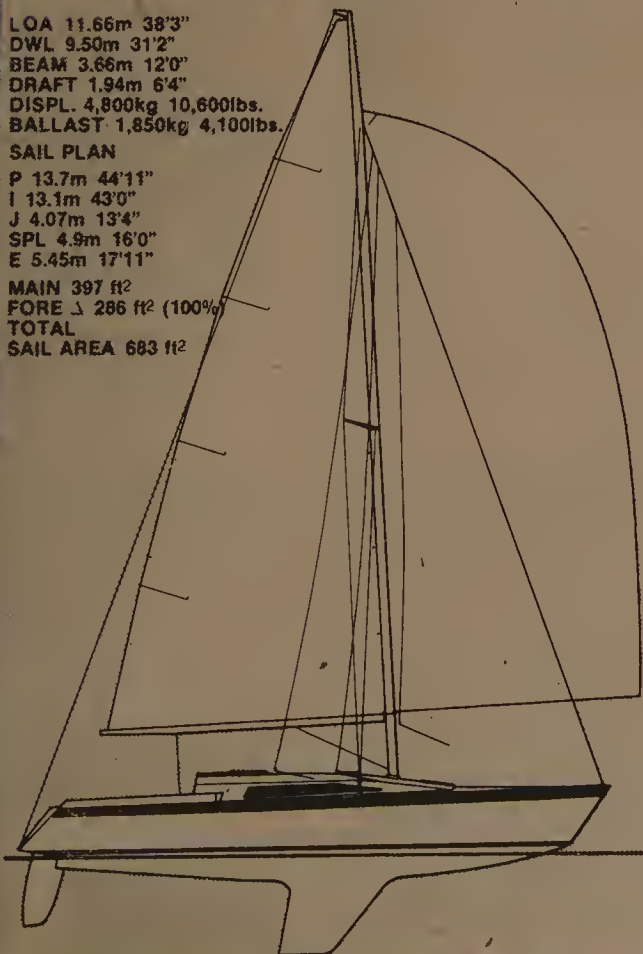
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FARR 38

LOA 11.66m 38'3"
DWL 9.50m 31'2"
BEAM 3.66m 12'0"
DRAFT 1.94m 6'4"
DISPL. 4,800kg 10,600lbs.
BALLAST 1,850kg 4,100lbs.
SAIL PLAN
P 13.7m 44'11"
I 13.1m 43'0"
J 4.07m 13'4"
SPL 4.9m 16'0"
E 5.45m 17'11"
MAIN 397 ft²
FORE Δ 286 ft² (100%)
TOTAL
SAIL AREA 683 ft²



Built by C&B Marine, Santa Cruz, Ca.

The Bruce Farr designed 11.6 metre (38 ft. LOA) is his first pure cruising yacht design in seven years.

The goal was simple; a low cost, spacious, comfortable cruising yacht that would be easy to handle short crewed, extremely fast for its size, without consideration for rating rules. A boat that races well under performance handicapping systems.

The Farr 38 is significantly faster in all conditions than a similar sized IOR yacht; considerably more usable room, easier and more pleasureable to sail and costing a whole lot less. Something like the speed and room of a 2 tonner with the cost and handling ease of a 1 tonner.

Light displacement, moderate beam with powerful sections, wide stern and fine bow entry give a powerful hull with a ballast of 39% set low in the high aspect keel... a very stiff yacht with excellent performance to windward, especially in rough seas. High sail area to displacement and spinnaker pole longer than J guarantee an exhilarating ride off the wind with excellent balance, speed and ease of control.

The rig features a non-masthead swept spreader arrangement with no complicated runners, easy to handle smallish headsails and a mainsail large enough to drive the boat well under main alone.

Below deck there is a large head with optional shower, forward and main cabin areas which may be separated, spacious galley and vast stowage in the wide stern sections. The large double berth and navigation area can be closed off to form an owner's stateroom.

C&B Marine's quality construction is cold molded 3 skin Sitka spruce on large, close spaced stringers, over structural bulkheads and frames of Port Orford cedar. Exceptional strength and stiffness for its weight.

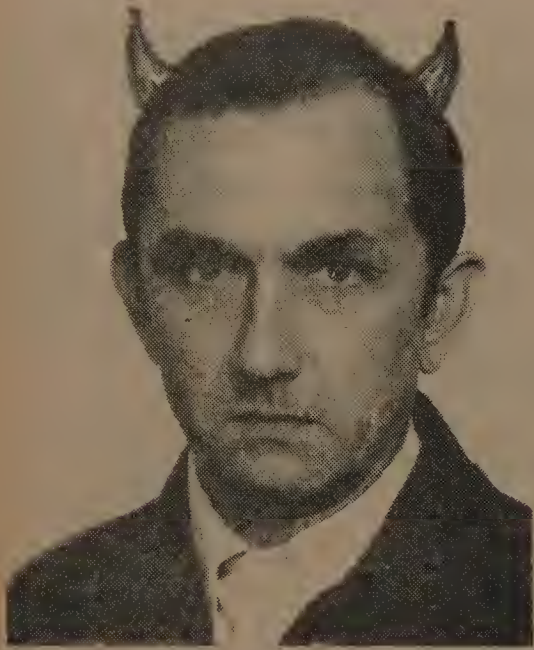
A glass/epoxy hull surface and linear polyurethane (LPU) give the Farr 38 an easily maintained, durable and beautiful finish.

A Pathfinder diesel engine (VW Rabbit) is standard.

C&B Marine custom builds the C&B 38, C&B 44, Farr 38, Farr 44 and Farr 55, Wylie 36 or your custom design, including sport and commercial fishing boats, using modern cold mold techniques.

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The great Urbanczyk.

Everybody know Russian Roulette, very social and enjoyable game. This amazing toy was invented in old time Russia in Tsars period when tired and frustrated military persons, wasting their lives at the peripheries of the endless imperium, desperately wanted a little bit of excitement.

Today it's all different. Last time in Russia, visiting famous Sochi (fantastic Black Sea beaches,) I asked about old game, sure to hear some interesting stories. "Niet, niet" said sexy Dunya, my companion and guide, sitting on the gold sand shore and drinking "Soviet-skoe Schampeinskoye" ("Lemonade first class.") "Niet, niet" said Dunya "niet Russian Roulette. We citizens in socialist country do not accept gambling, so you can't play roulette here."

As you can see, Dunya even doesn't know what Russian Roulette means. Such times . . . "Russian Roulette" said somebody, "is sensible game, but only when played with 3 bullets." Is it not cute friends?

Unfortunately, we sailors are also playing Russian Roulette. Yes, I am thinking about sailing in fog, the fog which is almost permanent in this area. The fog so dense that it can be cut with knife. The fog so famous that it is canned and sent all over the world.

All "Pilots" and "Sailing Instructions" give warning about California fog. For example, one of our most favorite books, "Ocean Passages for the World" (Second Edition 1950, London) on

page 312 says:

"Clear the coast as soon as possible. Especial from June to December to sail out from possibility of dense, dangerous, fog very often in this area."

Or, "Clear the coast as soon as possible. From June to December." Nice . . .

Ships have radar, but radar is not a miracle device able to solve every navigation problem. In his world-famous book "An Agony of Collisions," Peter Padfield, merchant Navy officer who spent his life at the sea, gives a simple proof that nothing is more careless than conviction that a radar equipped ship is safe during limited visibility.

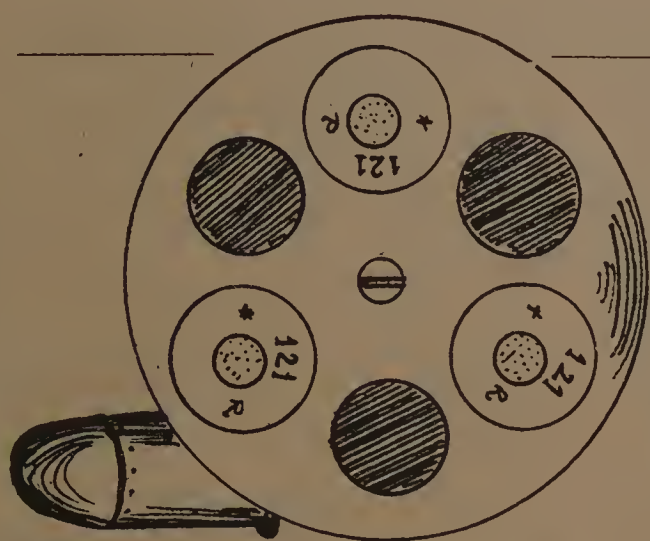
Believe it or not but in last year — regardless of radar, Loran, Decca, echo-sounds, etc. etc. — according to Lloyd report, 129 ships sunk, 112 were destroyed, 57 burned, 30 damaged heavily. Total lost — 334 ships! How many boats and how many sailors were lost? Nobody know. Who, except families, is counting them?

What do we do to avoid collision in fog? Mostly we blow the horn — knowing very good that the ship can't hear us. We hang radar reflectors, knowing it can't help too much. We pray . . .

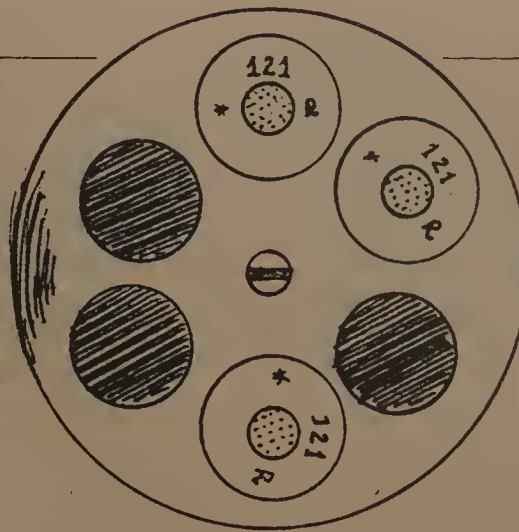
I think that the best way to discuss radar reflector is to discuss with merchant Navy captains as I did. Talking with at least 10 captains of big ships, 50.000 DWT average, I was informed what we can put together as the following statement:

The Pacific view from Montara Point.





Right.



Wrong. (Sloppy.)

"Sailboat is close to be invisible, despite metal parts, even aluminum mast, on the radar screen of a big ship. Good radar reflector properly mounted changes situation only a little bit. Possibility of collision between yacht and ship in fog is very big and ships can do nothing to avoid such accidents."

Sounds like nightmare or death sentence. But we are sailing! And we will. In such situation most important is to remember that we are playing Russian Roulette and the gun is loaded. If we know that we are close to invisible to big ships, that maneuverability of super-tanker is small, that nobody can hear our tiny horns, then we have chances to survive.

Many years ago I was sailing on big ketch through La Manche Channel and the fog was cotton dense and traffic heavy. Sirens, horns, gongs around and around.

Standing at the bow of ketch, I was simply afraid that one of numerous ships would chop us like cottage cheese. Then one sound, from this devil orchestra, became stronger and stronger. Biiiii, Biiiii, Biiiii — crow my tiny horn. Biiiii, Biiiii, Biiiii — meaning sailboat sailing with wind.

But the enemy still came closer and closer. In enormous psychological pressure, the horn continued it crow: Biiiii, Biiiii, Biiiii . . .

Thank gods, we had good captain. "Hell with regulations! Make as much noise as possible" he roared. And we did. In a second, we generated thousand decibels using frying pans, bell, pistol with all flares, engine, buckets and our throats. The invisible monster passed within couple yards and we survived. We survived because of captain's decision, not because of International Regulations. And from this, we can take lot of conclusions.

Fog is not something from books about meteorology with baro readings, Fahrenheit degrees, dew points, humidity and moisture etc. etc. Fog is not a matter of academic discussion about right of way. Fog, for us sailors, is a matter of life and death.

Eric Taberly, who won all possible races including Singlehanded Trans-Pacific (40 days from San Francisco to Tokyo) and OSTAR in 1964, said in fascinating book "De Pen Duick en Pen Duick" (Arthaud, Paris 1970) that he does not believe too much in radar reflectors, in aluminum masts reflecting on radar screens. He believes in escape.

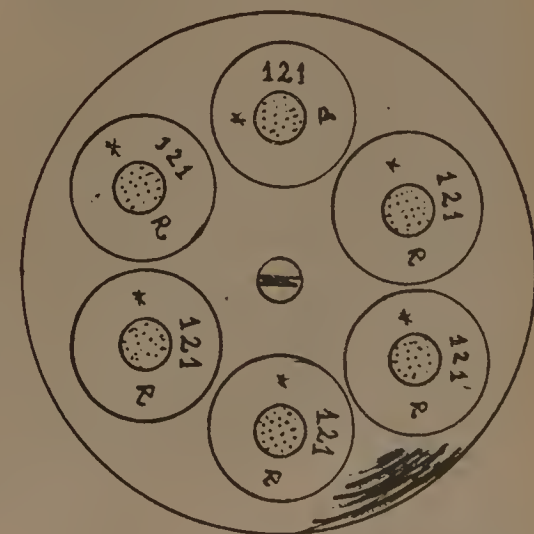
So coming to the end: If we must sail and play Russian Roulette with fog, it is our obligation to do what is possible to remove as many bullets from barrel as we can.

We must see clearly that ships do not

see us. That they are busy and are running as fast as they can to make their profit, not caring too much about International Regulations. We must have and carry properly radar reflector, and we must know that it is not enough to avoid collision. We must obey regulations but understand that this is not enough, that the safest way is to stay away from ships as far as possible, regardless that sailboat in most cases has right of way . . .

We must. Because, if not, if we shall forget and abandon necessary precautions — then, no discussion, we are going to play the most dangerous of crazy games — Russian Roulette — with six bullets!

— andrew urbanczyk



Here's a tough game to win.

AMY & NORTON ACROSS THE ATLANTIC

In last month's issue we previewed the Mini-Transat. Thirty-five starters came to the Penzance, England starting line, and 27 of them made it to the first leg finish line at Santa Cruz de Tenerife, in the Canaries. Two boats sank in the expected gales, but both entries were picked up. Two other entries abandoned the race and were lifted with their boats onto freighters; one ended in Germany and another in Greece. One fellow abandoned his boat to climb on a freighter and learned his boat had drifted into Las Palmas, close to the finish line, well ahead of manned entries.

Both Bay area entries (the only Americans) put in superb performances in this 1400-mile first leg. Norton Smith made the prohibitive favorite by French bookies, sailed his Wylie-designed and Don Peters-built American Express to first place. Norton broke out to an early lead, but hit light air and with 500 miles to go, was only 30 or so miles ahead of the fleet. He still managed to win by over 24 hours, with a time of just over 13 days — about the same as his Singlehanded TransPac time.

Amy Boyer's performance was no less remarkable. Breaking her tailbone, getting knocked out, nearly hitting a tanker, forgetting how to navigate, and losing her radio were the least of her problems. Two lower shrouds and her headstay all failed several hundred miles from the finish, putting her mast in jeopardy. Forced to sail under a triple reefed main and storm jib, Amy made it in, unbeknownst to her with a mast that severed the last night out. Despite all these adversities, Amy finished in 15 days for 11th place; was the first woman to finish and the first production boat to finish. At twenty years old, Amy is the youngest entry in the race.

What follows is Amy Boyer's taped day-by-day account of the race. It's a shame each one of you can't hear it to pick up the feelings that come from the tone of voice. It was a difficult trip for her and the self-portrait she took after the third gale (see the opposite page) tells it all.

LATE NEWS: The second leg of the Mini-Transat started on November 27th. Norton and Amy did receive rigging replacements the night before the

start. After the gun the winds rapidly piped up to 25 knots and the hardcore racers, including Amy and Norton, started throwing up chutes and broaching, with Norton pulling into the lead.

Twenty hours out of the Canaries, Amy's Wilderness 21, Little Rascal, hit something in the water, loosening the keel. At first, she was bailing "five buckets an hour," but as the weather worsened, so did the leak. It took Amy two days to sail back to Santa Cruz de Tenerife, where she called us up with the news. Amy hopes to be back on the course as soon as the caulking dries.

As the following tapes will reveal Amy was very lonely on the first leg. This next leg will be worse. It will take almost twice as long, the fleet will be spread out, and there will be almost no ships to talk to. We wish her luck. While it will be extremely lonely without the contact of other racers and freighters, the weather is much much warmer and she will be running with the tradewinds. If Amy does make it across she will reportedly be the youngest woman to sail the Atlantic alone.

(The following in a very sombre voice.)

Saying goodbye is hard, I just left today, (heavy sigh) and saying goodbye to Scott is so hard because I haven't seen him in so long, and then I had so little time with him. I stayed on land last night so I could have a last good night's sleep for the race. Scott and I went to a bed and breakfast place, and got up and had breakfast early and ran down to the boat which still wasn't ready. I don't think anyone was. They all were rushing about; everyone had something to do. Ha, nobody was just sitting around calm.

I still hadn't even planned my course yet, so I ran down below, changed my clothes and began to plot my course. Scott was lashing things still. They said

they were going to close the gate soon, so we had to get out. So, I went and tied to the wall outside the gate and sat down with Scott and cried. I was really nervous and scared . . . and tired and lonely. So I sat down and cried and Scott helped me for a while. Ha, ha, ha I just told him I had to cry, just to get it out of me. I did, and that was fine.

Scott and I sailed out a couple of hours before the start, until he found a boat to get off on. And so . . . he got off the boat . . . and I said goodbye. (Long, long silence.)

The start (sudden enthusiasm for two words) was pretty exciting. I was third over the line, which I was pretty happy about. Now, it's blowing about 25 or 30 knots, I had a third reef in when I started, with my 90 genoa up.

Well, it just happened! (Very tired

and resigned voice.) One of my self-steering systems, the Tiller Master, just broke. It's the electric one. It's got corrosion on the plug and I think that rats it. I tried scraping it off, but it didn't work. I tried WD-40 and changing fuses and everything, but it didn't work. I've got the windvane on now, and it's doing fairly well. If I can't fix that I'm going to have a hard time on this trip because my windvane is really just my backup, it's not a very good one. So, (very heavy sigh) I'm not feeling very happy right now. But, (in a very firm voice) I can still see one boat, I think it's called *Dificile Afital* or something, No. 23. She's crawling out of my sight very quickly and she's using a Navique vane. I wish I would have spent the extra money on one, but you can't wish now (heavy sigh.)



A tired but persevering Amy looks older than her twenty years.

MINI-TRANSAT

Now I'm going to try and get some sleep. I'm in the shipping lanes so it won't be very good sleep tonight. I'm pretty cold, and I'm pretty wet . . . *BUT* (in a firm, defiant voice, followed by a huge yawn) . . . I'm not depressed or anything. I wish my electric autopilot worked though, cause I might get depressed when the wind gets light and my windvane doesn't work. But, such is life.

Well, today was another day. (For the first time, Amy sounds cheerful and perhaps rested.) I managed to fix my electric self-steering by just sheer luck. I just spliced a wire on and hooked it straight up to the terminal. But, now I'm having trouble with my navigation, which is the shits, excuse my language. I haven't navigated in a year and all of a sudden, it's *hard* to remember. It's just frustrating, although I did get my position from a ship today.

Oh, something interesting happened last night — I almost ran into another singlehander. Ha, ha, ha, ho. There were three of us together last night, and everytime I woke up, I was close to one of them. But, there's nothing you can do, you've got to get some sleep. Finally, I think it was *Blue Chiquita*, took off west to try and get rid of us. *The Strobe*, one boat has a strobe on it so I keep refering to it as 'the strobe' went east, and I went straight down the middle.

This morning I started to head west, but then I thought 'I don't know if that's right.' My RDF, I found out the day I left, is broken, so I can't pick up weather and I don't know where the high is. I think I'm running straight into it, though. I hope not.

I've talked to quite a few people today. I've talked to Gee on No. 30 . . . well, I can't say I really talked to him because he speaks French and I don't. But we just kind of said "Hello, hullo, hallo, heollo, hallooo" and then hang up. Ha, ha, ha, not much else got said. But it was nice to talk to someone. I also

talked to (??) who gave me my time because I don't have a radio. Then I talked to Louis Smerteen, No. 42. I said "Hello," to him, but he speaks French too, so I couldn't really talk to him. All I've got is an Italian and two French people. I can't see them, but they are the only ones I get on the radio.

Oh, yes, I talked to Norton just after I made the tape last night. I called up and he got on, and he's really out ahead of the bunch. I *really* hope he wins, he really wants to, and I'd really like him to. He had a beautiful start, second across the line and he made up for it instantly. He just took off and was miles ahead of everyone.

I'm going to see if I can't work out a few navigational problems and dry my clothes out, and get some food. I haven't eaten today. I need some sleep, too (loud yawn,) I'm really tired. I tried to sleep for half an hour at a time last night, but lots of times in between I was up for an hour or so, so I didn't get much.

I just got finished talking to the Tiki 21 of Francois, and I guess we're all around one another because all the French start gabbing on the radio. I couldn't understand them. It's a strange race being with so many people who speak a different language. I wish someone would talk to me. I did talk to a British freighter. Tiki said he didn't have his lights on, and the freighter immediately got on and said "would you turn your lights on." I said, "he doesn't speak English," and apologized for him. The English freighter told me he had just passed through a whole fleet of little boats that didn't have their lights on. I do though, because there is a greater chance they'll see you than most people think. What would happen if a tanker didn't keep it's lights on? My God, you'd run right into him.

I'm doing pretty good. I figured out how my shots were off, ha, ha, ha. I remembered how to navigate, folks. That was pretty nice. I was all tense and nervous, and got sick. I got sick, came back

in and worked it out. It turned out the only reason the problem didn't work out right was that I have 1:00 for Greenwich Mean Time instead of 1300 hours. That's where my mistake was; you do make some stupid little mistakes like that. Anyway, it's O.K. and I'm O.K.

It looks like, oh, yes! I've got a boat just east of me, like 2 or 3 miles. Looks like he's heading south like I am. I do think I'm doing pretty good, there are boats behind me. At least there are other boats in the area — I'm not last like I was in the Farallones Race.

I haven't had much time to change the sails. I just try to sleep, run the generator . . . you know, I don't see how people think I can get bored. I'm not bored at all. I wish I had time; time to myself, time to sleep. But, I can't. Singlehanded is quite (yawn) a job.

(This has been the first entry in which Amy sounds anywhere near her normal enthusiasm.)

Wow, today's been a very talkative day. I guess since the wind has died down, everyone kind of got together. All of us are about 4 and 5 miles apart from each other, although there's only one set of boats that can see each other. I got in touch with a ship which was about 20 minutes away from me — he gave me my position, *sweeeeet* man, just fantastic. At first we got confused because I had said I needed my position because I had been sick and couldn't take a sight. He said, "You're sick? You need assistance?" I said no, I'm just seasick and he goes "Oh well, that's normal, don't worry about it." He called me *madame* all the time.

Things are better, I'm doing 4½ knots instead of 3.

It's funny, the radio is jam-packed with everyone getting on to talk. I guess it's because you're alone and you really want to talk, then you don't want to get off. Sometimes I talk to the French people for quite a while, even though I don't know a word of French and they don't know English. You just say 'Hello, hello, hello.' There's plenty of

A winner's winner, Norton Smith talks little
and achieves a lot.



AMY & NORTON

camaraderie, and that's real nice.

I'm still bushed, and I should go to sleep, but I just got a sun sight and I really should work that out. My hair, I really ought to comb that out; *that's* really going to be a project.

I haven't eaten too much, although today is the most. I've had a piece of cheese, a couple of crackers, and a quarter cup of cereal — and a cookie. I've just been eating one freeze-dried package of food per day.

Today is my first gale on my boat and she's doing well. I'm quite pleased with my little boat, cause I was on deck finishing putting the third reef in and I'm still sailing at 5½ or 6 knots. *Little Rascal* is doing beautiful, better than I am. When I put in the third reef, all of a sudden I noticed there was a boat right next to me and he was hove to. It was boat No. 29. I kinda waved to him and he waved back. He stayed there and I just whizzed by and was soon out of sight. But that was fun! It was the first time I'd really passed anyone.

There were some bad times, though. I pulled a muscle in my arm, but that's not as bad as when I went on deck to grab a sail that I had left lying there. I slipped and hit my tailbone on a plastic

padeye. I'm sure I either broke it or bruised it very badly. I'm just in agony. Of all the times to break your tailbone, now, where you can't stand up.

Other than my 'other-end' hurting so much, my morale is pretty good because I'm still moving. If I was hove to like that French boat, I'd be bummed. I'm going to have to reef the jib real soon; there's a big low pressure by Cape Finisterre of about 1006. Alex and I have been talking for about 2 days now; we're within 20 miles of each other and since my RDF doesn't work, he feeds me the weather reports.

I'm going to go up and steer the boat soon to give me something to do, because it's so cloudy so I can't take any sights. I'd try and sleep, but it's just too rough. I'm dead beat, but I can't sleep when it's this rough, knowing that any minute I'll probably have to get up and take down sail. I'd rather be up on deck and just watch. I've always preferred to do that in a storm.

Oh shoot! It's getting pretty wet in here. Unfortunately I did something pretty *stupid* with my hatch. I've got a hatch cover or whatever on it, and I forgot to drill holes so the water can get out. So all the water that gets in there comes down the hatch, and it's getting pretty wet down there, but, I'm really

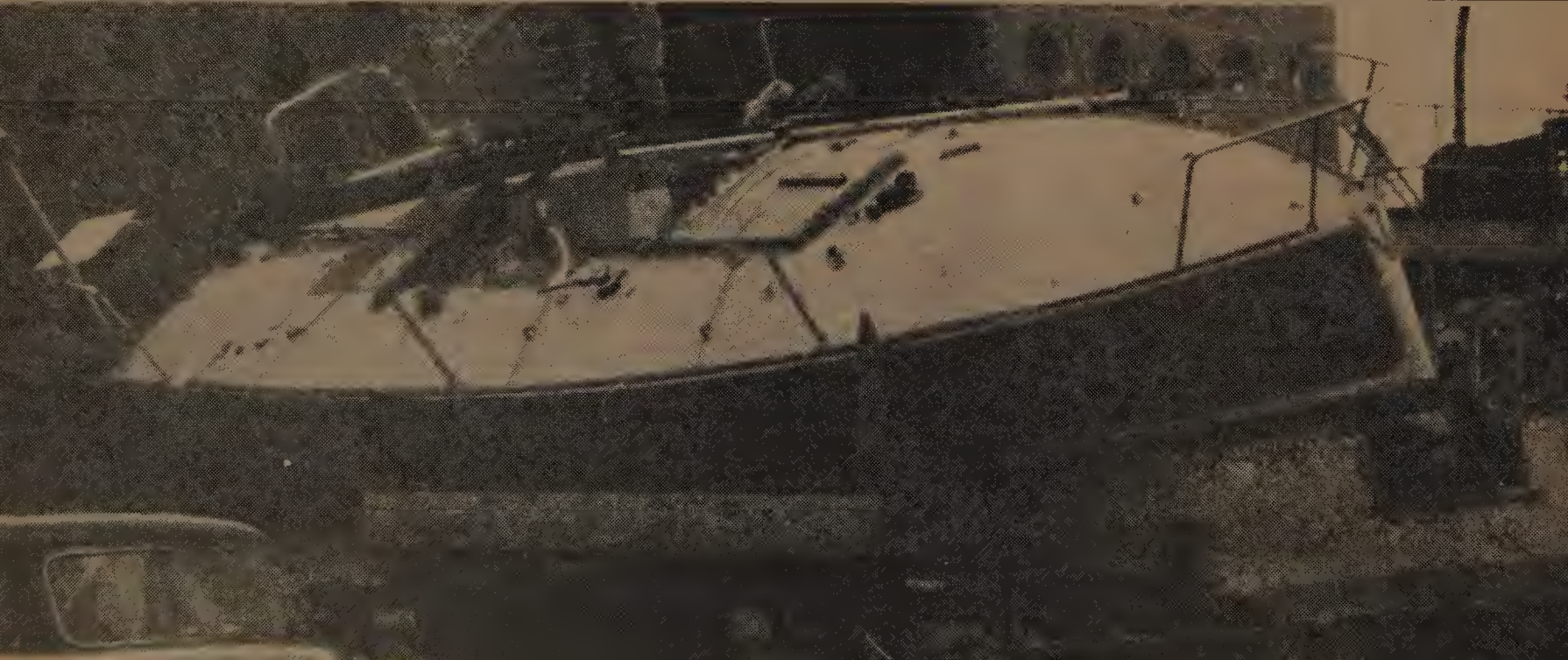
glad I got these nice cloth bunks because I'm not wet when I sleep . . . well, I am, but that's just because my body is wet.

This is my third day out. I can't believe it, it seems like I just left. I hope that time goes really quickly and I get there — I mean really quickly. So far I've gone 360 miles in three days. I don't know if that's too good. I've had mostly calms until now, but I knew there had to be one of these gales.

I think the storm has got everyone down. I've talked to a few people on the radio and they all sound a bit panicked. I don't know French, but I can just tell by the tone of their voices. I feel the same way. We all started out in a wind like this, but it died in a couple of hours. After having a long calm spell, you get used to that; and then, you get this rough weather and it kinda gets you down.

I keep wondering how the other women are doing, I haven't heard from them yet. I've heard from almost every male I know in the race, but I haven't heard from the women. I wonder if they went east which seems to be the only thing they could do so we couldn't talk to them. I sure hope not because that's where the storm is.

'American Express' and 'Little Rascal' in Liverpool, still 500 miles from the starting line.



MINI-TRANSAT



Amy, inside her Wilderness 21.

What a *beeauuutiful* thing, it was a little . . . it was a landbird! And it just flew past me. It tried to land on the boat, but it didn't. It had a yellow chest . . . it just flew away.

Rrrrrannnnnn . . . (Sound of engine in the background) Isn't this a lovely sound? It's what my West German friend calls 'Little Horrible.' Everyone seems to have the same generator. It's my friend because I have an electric autopilot that steers downwind when my vane won't. If I don't charge my batteries, I can't use it and I have to stay up all night.

Early, early this morning the wind switched drastically and we're all headed south now. The gale subsided and now there are all these little squalls and things. It's looking clear up ahead, and I hope it is because I haven't got a sunshot in a couple of days and I don't really know where I am. I'm just dead reckoning now . . . it's kinda creepy. Unfortunately, my RDF doesn't work, so I can't use that to find where I am. Alex was going to try and find me so I could use his radio direction finder, but somehow in the process we must have gotten farther apart.

I'm kind of worried where I am. I've seen other boats so I know I'm alright, but I'd just like to know where I am. Two boats passed me last night, and they were heading in another direction, so that's probably why I'm nervous. They were heading 215 and I was heading 180, so I decided maybe I ought to head 210 because the last thing I want to do is run into Spain. I wouldn't mind seeing it, but . . .

It's been a pretty miserable morning. I got beaten up by the boat quite a bit last night. I got hurt yesterday as I told you with my tailbone, so I'm kind of wandering around like a little old lady. I can't do much, and I'm having a hard time of it. It's strange being alone and by yourself because there is nobody else to rely on — even if you're in bad pain. I cried for a while and that seemed to help a bit, as usual.

Just a little while ago I was heading 240 to avoid a squall that I might just miss and I thought I saw a boat, although I wasn't quite sure. It was dark, so if it was a sailboat, he probably had a black spinnaker or something. It was not the shape of a white sail, either (yawn) . . . if it was a boat, they haven't caught up with me. I kinda wish they



MINI-TRANSAT



Norton prepares his boat . . .

had so I could see who it was.

Last night I lost a lot of ground to other boats because I couldn't keep changing sail, I felt so bad. I just lay down below. I'm not feeling much better this morning, my tailbone is just hurting so. Oh! There's a boat! A boat! A boat! Oh, I see it!!! And he's got his spinnaker up.

Oh, I've got to go put the generator away and put up my chute . . . I can't let anyone get ahead of me, you know. I've gotten a lot of ground, I think I'm pretty far ahead and I'm really excited about that. I've passed people who were hove to, and I was clipping right along. Last night I took sail down because I didn't want to have to get up and change it again, so I did lose ground. If I can get my spinnaker up now I could win — well wait, somehow I have a feeling that Norton is already halfway to the Canaries right now.

I do hope Norton does win for the Americans. Europeans don't have a

very good opinion of Americans, as far as singlehanded sailing — I know they don't like Americans. But it's true, we don't have anyone to represent us. These people are so down on us and so down on the U.S., I don't understand it. But I'm really glad we're here to represent our country and I think we're good representatives. I think Norton's gonna win. I'd like to keep a real good pace, at least for women. I'd like to come in second. If I could, that would really mean a place for women. You know, it's not . . . they're not out there enough because they only feel they're out there competing against women, not men. Well, we're no better than men, but we're no worse either. I can sail as well as any guy, but wow, when a guy gets on a boat, he can say what he wants.

When Scott got on the boat, you know he still, well in my relationship, I guess I'm a bit of male chauvinist — I don't know what you'd call it — I'm sexist. You know I don't believe I should be like, well, I don't want to mention any names, but there's a woman in the race that's just male. There's no two ways about it. She's just fierce. I don't want to be that way, I want to be feminine . . . yet strong. Well, I got to go now, I'm going to put up the chute.

Well, here I am, another gale for the road. It's been . . . this is my third gale in five days. This is a Force 7 or 8. I talked to a tanker this morning and he told me not to head west because it's Force 8 there, so I'm heading south. It might be a good idea because it's not getting worse, and on this southerly course, I'm heading right for Tenerife. It would be nice to get a northwester and just take off, put up the chute and go crazy.

Yesterday was the first day I felt real lonely, but I was lucky. I got on the radio to see if any racers were on to talk to, and this ship, *Alba Bay*, a British tanker answered, and this guy Andy was on. We talked almost half the day and it was beautiful and I couldn't have thought of anything better to do. I was just so lonely. Sure enough, he took

care of me and talked to me — Oooooohhh! Ah, come on! Come on! The boat's doing funny things now. Come on. Come on. There you go. I think — Come on! So I talked to Andy for quite a while.

I've still been having trouble navigating, all my shots are about 20 miles off. I was having the hardest time and I called up another ship and read a book on navigation and tried to figure it out. Another ship heard my call and could see me and offered some suggestions — have you checked your chronometer, have you done this and that. Finally he hit upon 'has your sextant been corrected' and I told him 'no,' that they said it had no error. I checked it and found it to have 17 degrees of error which accounted for being so far off.

Last night I found out for sure I was not the last boat. I talked to tankers who had seen boats, a bunch of boats, some of which are as much as 100 miles behind me. That was really nice to know, because I was feeling down, and like I was last, too.

I'm starting to get those sores; if you're in salt water for a long time you start getting sores all over you. It's pretty grim. I'm getting them all over my feet because they are always wet. Boy, I'm really complaining today, because I was just going to say that my tailbone really hurts, too. But life is still enjoyable.

I was ready to give up the whole race this morning though, when I couldn't reach anyone on the radio. I saw this gale coming up and I didn't know what Force it was going to be and this that and the other thing. So anyway . . .

Little Rascal is holding up pretty well, her keel is leaking quite badly but that's about it. In a Force 8 I had a storm jib up and a reefed main, and that's pretty good since Force 8 is just below a hurricane. I've been in more wind in bigger boats with less sail.

I do know for a fact that *Tiki* and another French boat are about 85 miles ahead of me. It's frustrating because I've been trying to talk to them the whole time. They don't talk to me very much because we can't hear each other too

well. I'm willing to listen and work it out, but Francois just hangs up and doesn't answer when I call. Hopefully I'm getting close enough to them now, because I'd like to know how they are doing and how I should go about beating them.

I've been thinking a lot about when this race is over. I think I'm going to give up long distance singlehanded for sure. It's worth it to do once in your life, but you get . . . it's good to be out here by yourself and work things out for yourself, but I couldn't be a Chichester or Claire Francis or Naomie James. I don't have it in me. I enjoy being by myself and I don't miss people. But I do like people, and I enjoy talking to them. It's not the need for people I feel, it's the enjoyment I miss.

You know, these long passages, I could not see spending 150 days alone at sea just by myself. I wouldn't enjoy it. I'm enjoying this to some extent, but not in others. I'm enjoying it because I'm getting a lot out of it, and I'm not enjoying it because there are other things I want to be doing, too. When I get back I want to go skiing, I'm going to the mountains.

I'm going to try and sell the boat, but I don't know how I'm going to get it back. I've got almost no money left. I've got \$1,000 to last me in Tenerife and Antigua, and to the United States. Shipping my boat is going to cost a lot more than a thousand dollars. I've decided I'm not going to sail it to the States . . . I just don't want to. I might get someone else to sail it, and I could get a job and earn some money and pay for the delivery.

Then maybe I can decide what I want to do with the rest of my life. You know I'm at that stage in life, well, most people in the race have jobs to get back to, but this is a turning point in my life. I don't want to be a singlehander forever, that's for sure. This is it. Watch though, I'll probably do another race right after this. Well, I would do the singlehanded TransPac, that one would be fun. That's a milkrun, downwind and not that far

away, and not too many days. Well, you know, Norton did it in as many days as it's going to take us to just get to the Canaries.

A really funny thing happened to me last night. I got ahold of this Russian tanker, and this Russian tried to pick up on me. It was really sick. I was sitting here asking his position and it turns out he was way north of me and heading north. He was saying 'do you have any men on your boat?' and 'how old are you?' and 'do you want to come to my boat, I'll meet you tonight.' I couldn't believe the guy, he was just nuts. I couldn't get on the radio for hours on end because everytime I got on, he was there.

Here I am again with my generator, 'Little Horrible.'

It has been a rough few days. Really rough. I lost . . . first I lost my lower shroud. It's one of those internal tangs and what it did . . . course being a race, I had left too much sail up so it's my own fault. What I did was let the main flog and flog and rattle so that the tangs pulled themselves in half. So then, I could only be on starboard tack. Now I can't find my way because it had been a Force 8 gale and I had to take down all sail and drift all night.

I drifted and didn't know where I was and so I called a freighter named *Schuss* and she tried to find me from my DR position. We got real close but not close enough to see each other, so I never got to see her. She called her sistership, *Avon*, headed south and told them to look for me. I talked to *Avon* and she told me to send up a flare and they thought they saw something. It was beautiful, they were going to rescue me. (Here Amy's voice begins to falter) They wanted to know if I wanted to leave my boat and I said 'No, I can't afford to leave my boat.' They were ready and willing to rescue me. They said they had accommodations (here Amy is broken down and is crying) for me. It was really



... Amy repairs her mast

beautiful. Anyways . . . umm . . . they were really sweet, they gave me my position and the position of the nearest port, that I could go to for repairs. (Suddenly regaining her composure) — Again, being a racer, I said I can make it to Tenerife if I can stay on this course.

I left the small jib up and a triple reefed main, trying to hold the boat back and went to sleep. Unfortunately my alarm clock didn't ring and I woke up about 4 hours later. Everything was fine and I was going to put up more sail and I saw I was missing my starboard lower shroud, too. I couldn't believe it, I didn't have a lower on either side. I was really lucky, though. I had thought about running backstays before I left. I didn't put them on, but I figured I'd run the topping lift back using the 4:1 tackle I used for a vang. I got that on and stuck it on a winch and straightened my mast. I hope she stays there. I'm trying to go west, so if I do lose the mast, I will be able to go more downwind to the

MINI-TRANSAT



Amy's mast, severed at the deck.

Canaries.

After I fixed that shroud I went up and saw my headstay was lying on the deck. DO YOU BELIEVE IT? I'VE LOST THREE STAYS!!! Three stays, it's ridiculous. On that one, I took my jib halyard and connected it to where the tack is for the headstay. Right now, I wouldn't put it past my upper shroud from going, so what I did was run my last halyard, my very last, and hooked it to the starboard side to act as a upper shroud if the real shroud breaks. Other than that there's nothing else new. How's that for a mouthful? My rudder needs to be shimmed, I worry about it falling apart. Sounds like I'm really falling apart here, doesn't it? (All this said in a relaxed, calm, not unhappy voice.) It's not as bad as it sounds.

I am so surprised, the boat has held up so long. I mean a 21-ft. boat in the weather we've been having, it's ridiculous. A Force 8 gale is next to a hurricane, and I still carried a storm jib. She did real well, I'm really so proud of her.

She took a bad beating, several bad beatings, as a matter of fact. But she's still got her mast and we're still sailing. I just don't want to even *think* about having to jury rig and try and get into port. That would be bad.

Even with all my problems, I'm not the last boat in the fleet. I'm not the first, but with all the problems I still think I can finish well, maybe in the middle of the fleet. That sure would be nice because then I wouldn't have done it for nothing. If I came in last or not at all, it would really be hard on me, really hard.

I'm just trying to get my batteries charged, my boat dry, my head together, and the clothes dry. God, the boat is just a disaster area, what a mess! The vane is working beautifully now. The Tiller Master, forget it, I wasted \$400. When I get in to Tenerife, I've got to borrow some money and get a Navique vane. I don't know who to borrow from except my friend, Norton, but he probably doesn't have the money, either. But I've got to have it, I can't go across the Atlantic without it.

I had hoped that when I got into Tenerife I'd be able to do my varnish, but it sure doesn't look like it; there's a lot more important things to do.

(In Santa Cruz de Tenerife)

Unfortunately I ran out of batteries for the tape recorder 3 days out of Tenerife when the most exciting thing of all happened to me. After breaking my shrouds I had to go very, very slow just to make sure I didn't lose the mast. I had lost the two lowers and the headstay and had it jury rigged. I proceeded slowly but surely, most of the time under a triple-reefed main and a storm jib.

The most frightening thing that has ever happened in my life was that I was almost hit by a tanker. (Breathing deeply.) I was asleep . . . my generator had stopped working so I was without power to recharge my batteries, so I didn't leave my lights on one night. I had also lost my radar reflector previously in a storm, and I was fudging a little on my

15-minute cat naps.

I woke up to a giant roar, and as soon as I woke up I knew what it was. I could hear the engines of the tanker, so I knew it had to be close. I looked out the porthole and there was the tanker's portlight. I don't know how I managed to do it, but in just a few seconds I managed to jump on deck and push myself off from the tanker. We were headed on almost the same course, his bow was going to miss me, but I was going to nick his stern. I reached out and pushed the boat away and then sat there in fright for the rest of the night. I was scared to death. Someone was looking after me, I don't know anyone who has ever gotten that close to a tanker and not been hit.

I made landfall when I was about 8 miles off of Santa Cruz de Tenerife at about 5 pm. I thought I'd be in by dinner, but the wind died, I had to row most of the way and it took until 2:00 a.m.

In that time, however, I did get some wind, and it was enough to break my mast. Whenever I tacked I had to move the topping lift back and forth because that is what served as my lower shroud. I tacked, but had a problem moving the jury-rigged lower to the other side because of a corroded shackle. It took a long time to get around and meanwhile the mast was shaking and shaking. Fortunately, I had taken down my headsail because I didn't want to come roaring in under sail to a place I'd never been before . . . so eventually I got in and went to bed. The next morning Antonio the Italian said "Good morning, you did such a good race with a broken mast." I said, "No, I didn't break my mast, I broke my shrouds." But he was right. My mast had severed itself at about deck level, but it was still sitting on itself, although a bit askew. I was very, very lucky to get in in one piece.

Since I've been here, the people have been just super. Our translator is a med student from New Jersey. I found out I speak Mexican, not Spanish. Everyone took my mast off, and searched around in case the parts that Dave Hulse is ship-

ping over don't get here. But we're going to be taken care of.

Norton of course finished first, well ahead of everyone. I came in thinking I was last, but when I came in I only counted 10 masts, I couldn't believe it, I was 11th. Had I not lost my mast I probably would have finished 5th, the position I had been in before the shrouds went. But I'm not worried about that; I was the first production boat in, and I'm so happy with it, it was just beautiful. I love my boat, it's very very good. I don't think the internal tangs were anyone's fault, it's just one of those things . . .

I just want to say I'm happy to be here, and that I hope to do much better in the next leg, I really think I can get 5th or something. I'll push very hard, I think I can do it.

As I've said, this race is 90% French and since I don't speak French, I, like Norton and the West German, have felt very left out, as well as the English man. They can't help it, but it's still a little funny. Anyway, an Italian television station took us all out to dinner — we each got a whole fish, and wine, and beer, and salad, and potatoes.

I had a wonderful conversation with Alex, the West German, and was glad because he brought up the subject of talking to himself or "yelling at God." None of us are very religious, but somehow you have to blame someone for your problems. Whenever a storm came, Alex would yell at God and say "why are you doing this to me?" I had been too embarrassed to mention it, but I had been doing it all along. He'd carry on whole conversations. John, the English finisher would have parts of himself talk to other parts. He'd say to himself, 'I'd like a cup of coffee, do you think you could make it?' 'No,' he'd say to himself, 'why don't you make it?' It was interesting because when you are alone you do start to do those things and I was beginning to think that I was crazy.

I've been having a lot of trouble being a woman in this country; it's very, very hard. It's simply . . . I'm not women's lib, but I do like to be taken as a human being and here women aren't treated like human beings, they are second. They don't have the mentality to let them do anything by themselves.

They've all been very, very sweet about helping me with my mast but the thing is I can do it myself. They get mad at me because I don't worry. They say they can't help me after this weekend, but I tell them that's alright, because I believe the parts being shipped are going to get here. They don't think so, and they don't think that I'm worried enough.

They don't believe in space around here, they don't leave someone alone. It's kinda gotten to both Norton and I cause you come off the ocean where you've spent 15 days — 13 in Norton's case — and been very independent. All of a sudden you get here and you've got no time by yourself. People always want to take you to dinner or this and that. They don't understand it's a big shock. It's got me depressed because I need time by myself. I need to be alone, and I can't be alone anywhere near the boat. And I've got to be alone on the boat because I've spent so much time on my boat and you don't really wish to get off

the boat because it's kinda your best friend. (Sounds unhappy.) It's sad because I've been trying to do everything, oh geez!!! they think I can't cut my own mast! (Really pretty angry now.) Well, you just take a hacksaw to it! Ha, ha, ho, it's not that hard. And putting holes in the side, you just drill it in the side. I can do it, but they want to do it, but I want to do it myself. You know, it's hard not to accept help and still not be rude. It's hard to be polite and say no at the same time. I try and be polite and let them do it but they don't know about boat strength. I mean, obviously I didn't do that much myself at the start, but I don't trust their opinion. What they want to do is just ridiculous. I try and explain nicely, 'thank you very much, but you don't know what you're doing.' It's so hard because they are so nice . . . but it's just because I'm female. They haven't done anything for Norton and he's got broken shrouds, too. Oh, it's alright.

Brigit Aubrey got in last night, 21 days and 10 hours. I haven't talked to her yet. She'd never sailed singlehanded before the qualifying sail. She's 26, nice, and pretty. I like that because she's still feminine.

19 of 35 boats are in. Our leader Bob Slalmon is not here yet, he's in the race. Maybe today.

A grim reminder of the sea's power near the Penzance starting line; two Fastnet casualties. The one at right, 'Ariadne,' lost 4 crewmembers.



FINGERNAIL FILE

Perhaps my fingertips will grow back again some day. Just perhaps. They disappeared, you see, the day we sanded every last speck of paint off our boat's keel. I hadn't noticed my fingernails were going with the paint until it

was much too late.

It all started when my husband John impulsively decided that this was the year we would do our own bottom - that is paint the bottom of our boat ourselves. Previously we had always

driven our boat to the yard, told them what color we wanted, and picked her up a few days later. What could be simpler — other than one evening's Delta pipedream: "The Three-Minute Drive-Thru Boatworks".

"Everybody we know does it," said John trying to sell me on the idea.

"I wouldn't be a bit surprised," I replied.

"No, I mean painting the bottom, it will save us a bundle of money."

Now there was an idea I could relate to.

"We'll have the yard haul the boat and we'll do all the rest. It's simple, you just rough up the old paint with sandpaper and then slap on the new paint."

I have never undertaken a project of this sort without researching it thoroughly. So I began to ask around.

"It's no problem," said Chris and Nedra. "You get these big cinder blocks to sand with and it takes three people about eight hours. You paint with pads and it's a snap."

Lynn and Bob said "There's nothing to it, we sanded for a couple of hours and then put the paint on with a roller in no time at all."

Then Doug said "No sweat", and I began to worry. I know from experience that when Doug says 'No sweat', you'd better start sweating.

Nevertheless, John forged ahead with plans for us to do the bottom ourselves. We made a date to have the boat hauled and ordered the bottom paint. I went to the hardware store for paint brushes, wet & dry sandpaper, and a gallon of thinner. I was appalled at the cost of brushes, and then the salesman asked me how much I had paid for the paint. When I confessed to \$90 a gallon, he shamed me into buying good brushes and a comb to clean them with.

The yard lifted the boat out Friday afternoon right on schedule and cleaned the bottom off with the high-pressure hose. At this point John noticed that the keel was badly pitted and asked for ad-

Children are always easy marks for the old 'Tom Sawyer' play.



vice. "It should be taken down to bare metal and primed with an epoxy primer," we were told. So, John trotted off to the marine store for the primer. There the salesman explained to him that the paint would not adhere to the primer unless we used an intermediate coat of some darn stuff which etches the primer. The *bundle* we had originally estimated to save was rapidly dwindling.

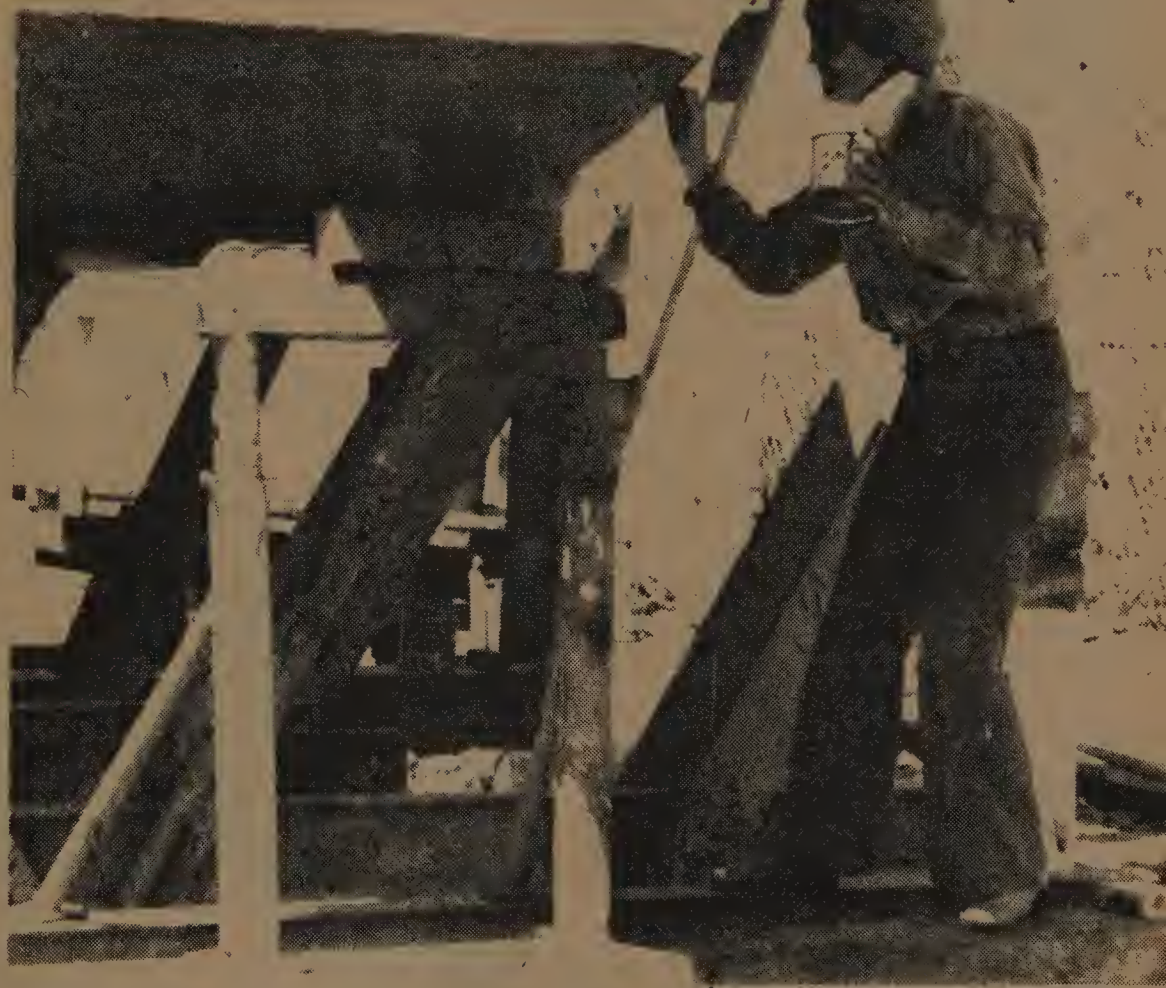
At 5 p.m. Friday we began wet sanding the keel and the wind started to gust — up to 31 knots according to our wind speed indicator. By 6 p.m. the wind had blown the ladder over and ten sheets of sandpaper into the bay. Everytime we washed down the keel, the spray blew all over and soaked us.

Four man-hours later the fin keel was bare, my fingertips were raw, and I had decided that this whole thing was a *big* mistake. However at 7 p.m. our foredeckman appeared and with his long arms, completely roughed up the hull all ready for the first coat of bottom paint. At 9 p.m. we collapsed over some Kentucky Fried Chicken and decided that we had accomplished quite a lot.

We had come prepared to spend the night on the boat so we could get at it again bright and early on Saturday morning. I usually sleep well on the boat, as the welcome sound of wind in the rigging lulls me to sleep. But, I've never slept in a boat in a boatyard before.

As we climbed into our sleeping bags, the wind speed indicator was still registering over 30 knots. Ninety seconds later John was sound asleep and I began to hear a stange noise, like a chicken pecking on a pingpong ball. But, I was not about to go teetering around a deck 10 feet above the pavement in 30 knots of wind to investigate.

After getting accustomed to the pecking noise I was close to dozing off when the sound of metal being dragged across concrete jarred me awak. "Scraaaape, Clang!" was sort of the way it sounded. Eventually I surmised that it was a cyclone fence gate being blown back,



Sue demonstrates the proper bottom painting form: slight bend at knee in left leg which carries weight; brush or lead leg stays relaxed. Time and Motion experts recommend the 'hold can near brush style,' too.

and forth in the heavier gusts. Other than that, there were three fires during the night in Sausalito, and one cat who was about to become a mommy.

Saturday morning I lay there groggy

as I heard John wiping down the bottom in preparation for the paint — a job he had assigned to me the night before. Taping the waterline was also on my agenda, and as I was guiltily trying to drag my body out of the sack I heard the

welcome voice of another crewmember. I blessed that dear boy and plopped my weary head back onto my pillow. After all, how many hands does it take to tape just one waterline?

I finally had a brush in hand an hour later. The wind was still howling and the paint dried in streaky brush marks, but John assured me that the light sanding we planned between coats would take care of everything . . . except perhaps that mess where my hat had stuck to the paint. It soon became evident, however, that we'd need to thin the paint some, so I grabbed the slightly rusted can of thinner I had refilled for \$1.25 at the paint store.

"Hold it, hold it!" John yelled from under the bow and behind his blue-spattered glasses. "Better check the label about thinner." He was right. At close to \$100 a gallon, this was no ordinary paint, and would probably be polluted by just run-of-the-mill thinner. Sure enough, the label specified 'special thinner', which I was able to purchase at the chandlery . . . for \$3.25 a pint.

Soon our entire crew was on the scene and we were painting up a storm. I made yet another trip to the store for an additional quart of paint, and as we neared the end of our first coat, it was evident that we would need even more.

Saturday night we opted for a refreshing night in our waterbed. Sunday morning we converged on the grocery store for lunch fixings and another case of beer, the marine store for another contingency quart of paint and thinner. We attacked the bottom with fine sandpaper and thinner in preparation for a second coat of paint. We shoved a brush at everyone who happened by, and as we put the finishing touches on the hull, the wind magically moderated and the day became a sailor's dream. We longed to have her back in the water again, but we still had one more coat of paint due on the keel, which now sported two coats of primer, one coat etch, and one coat of paint.

We cleaned up and trundled home with the promise that we'd return just

before dark to do that final chore on the keel. When the hour came to return, John swears he tried to wake me, but the next thing I knew he and the kids were clattering back in the front door and the job was done.

Early Monday morning the boat was slipped back into the water and I distinctly felt a difference in the way she glided through the chop. I felt it all through my newly discovered back and arm muscles which ached. At our berth one of our dock mates welcomed us to the 'Blue Fingernail Club'.

We're not positive we did it all properly, but we did the best we could with

little information we had and the wide variety of advice that was offered. We didn't save any money, in fact we spent twice what we expected. But we like to think that we've done a mite better job than we'd get from a yard. They couldn't possibly be as thorough since they since aren't so intimately involved as we. We would feel guilty if we hadn't greased the propeller shaft or had merely painted over the pitted keel.

Will we ever do it again? Don't ask me until I find out if my fingernails will ever grow back.

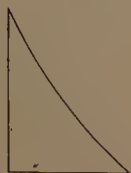
— sue rowley

What comes down does not necessarily go back up.



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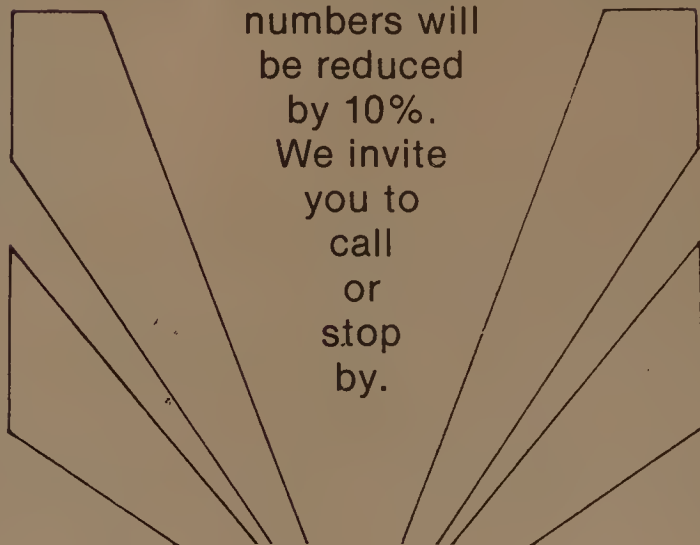
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SUMMER IN THE SOUTH

The big photo above is of the outer harbor and beautiful downtown Cabo San Lucas, gateway to cruising in Baja. Last February, Max Zenobi and his wife, Vera, left Sausalito in their *Bounty II* yawl, *Maverick*, bound for points south and perhaps Italy where Max's father lives. By the end of February, Max and Vera arrived at Cabo San Lucas and entered Baja. It's 8 months later, and they still haven't found their way out yet. Rather than sail halfway around the world, they kicked into 'cruising speed' and sailed halfway up Baja.

Late in the summer, Vera and Max

took turns coming back to San Francisco, getting their visas renewed, working a little for some cruising money, and getting grossed out by city life.

Max was a little jumpy while he was up here, because it was hurricane season in Baja and Vera would be alone with the boat. He needn't have worried. Although Vera is under 5-ft. tall and weighs less than 100 lbs., the former floor broker on the Pacific Coast Exchange had really taken to the boat. After it had rained 16 inches in one day and the anchorage got sloppy, Vera simply singlehanded the boat up the

coast to another anchorage. She changed the oil and replaced the spark plugs, too.

The photo at right is of Max and a yellow fin tuna (Max is the one wearing the baseball cap.) It's at Puerto Escondido, which means 'hidden harbor' in Spanish. It's an appropriate name since the anchorage is hard to find, but for sailors in the summer, finding it is well worth the trouble. Summer is the hurricane season in Baja, and Puerto Escondido is reputed to be among the most secure hurricane harbors.

Paradoxically, hurricane season is the



BAJA!

calmest time of the year in Baja. Eric and Kay Peterson who are on the Hughes 48 ketch, *Caprice*, recall a maximum wind speed of about 15 knots for the whole summer. The most important piece of boat equipment they could think of was a big awning so you can sit in relative comfort in the cockpit. Air temperatures during the day are generally between 100 and 115 degrees. Summer nighttime temperatures rarely ever got below 80.

Maverick and *Caprice*, both from Sausalito, were among the 25 or so boats that spent the summer in the

Puerto Escondido area. In summers past, there might have been 5 or 6 boats taking their chances against the summer hurricanes in this area. Puerto Escondido, like all of Baja, is becoming more popular all the time.

While he was visiting up here, Max dropped off some slides of *Maverick's* summer in Mexico. Slides don't reproduce particularly well in black and white, but we thought we'd share them with you anyway.

Below

In late Spring, 'Maverick' hits some of the last winds of the year on her way from Cabo San Lucas to La Paz. When Max got to La Paz his yankee was shot.

He dragged a 21-year old Ratsey 170 genoa to Don Jose Abaroa's boatyard. There an old man layed out the big sail on the sand, pulled out a razor sharp knife, and began to cut the leach.

Despite just 'eyeballing' it, he made a good cut. He later sewed up the seam on the leach and Max had an adequate yankee for \$25. Cruisers are frequently thrifty that way.



Above.

The picture above is of Bahia Aqua Verde, which those of you who passed Spanish IV may be able to translate into an English equivalent. The boat in the picture is the 20-ft. Mermaid sloop, 'Mischief.' We wrote a bit about Tom and Barbara in the Spring of last year when they were in Cabo San Lucas. As the summer went on, cabin-fever apparently broke out and 'Mischief' was shipped to San Diego.





Below.

This is the Mission at Loreto. Max tells us that it is the oldest church in all of California. It is the church from which the padres headed north and founded all the missions along the El Camino Real.

Loreto is a town of about 4,000, and the paved road in front of the church is the only one in town.

Anchorage here is in an open roadstead. The water is fairly shallow, so boats anchor about ½ mile out in 7 feet of water. Max is currently having his 21-year old Atomic 4 rebuilt for the third time this year in Loreto.

Below.

In the photo at far right is 'Maverick.' On the far left is 'Jinker Jim' and Sue's cutter, also from Sausalito. Also at left is 'Feo.' 'Feo' is a double-ended steel boat modeled after the boat Bernard Montissier sailed around the horn.



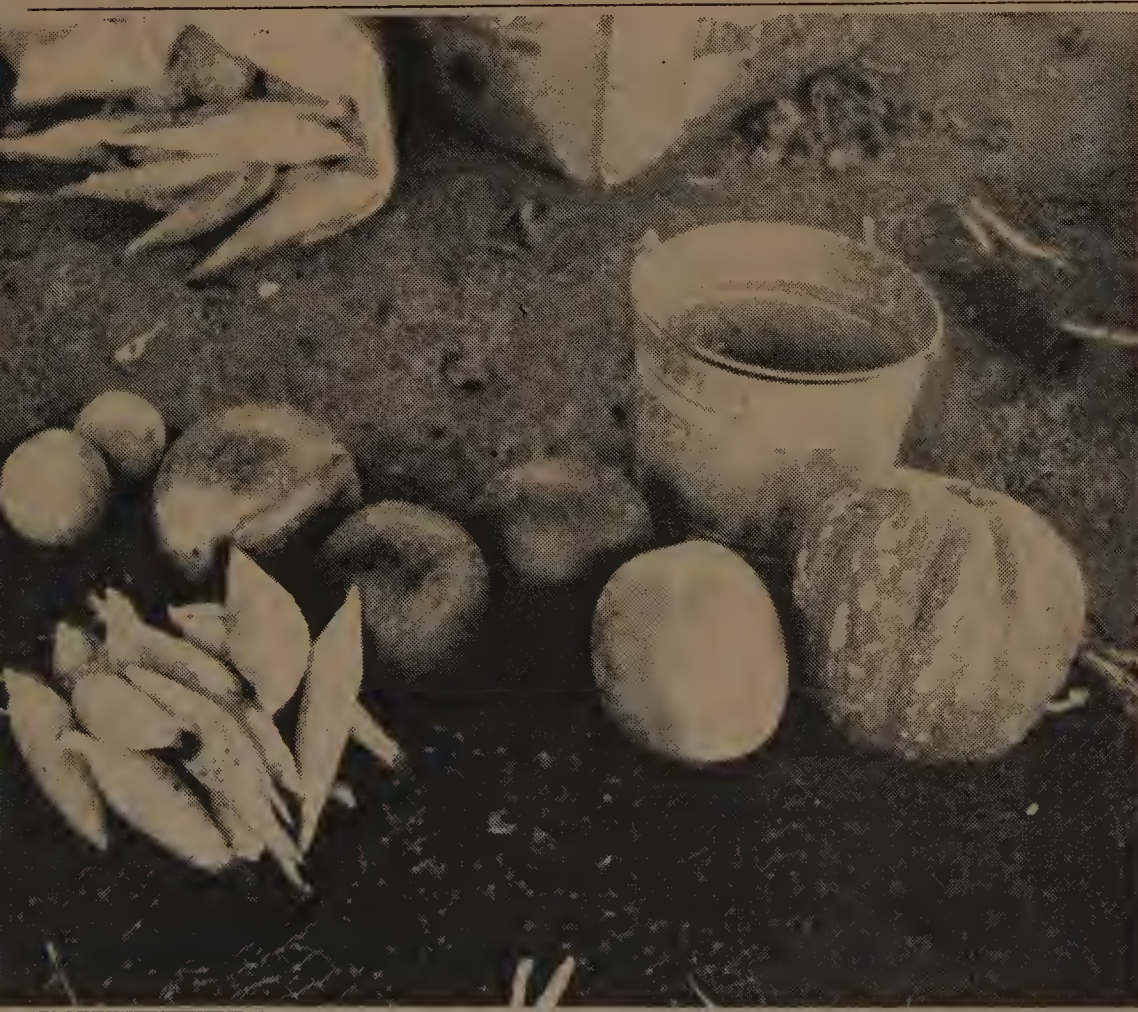
BAJA

Rancho San Martin is an oasis that can only be reached by boat. The people who live there whip around to other nearby areas on Baja in 'pangas,' which are open boats with 50 h.p. engines. The ranchers harvest on the land as well as the sea.

Land crops (see below) include things like watermelon, canteloupe, squash, dates, corn, and the like.

A watermelon costs about a quarter. They also 'harvest' sharks, but you'll have to turn the page to read about that.

When yachties come in to buy produce, it is dropped into the pool for a few minutes to clean the bugs off. Since it is one of the biggest fresh water pools in the Baja area, people frequently jump in to get the bugs off, too.



Right.

At Manserat Island a group of lobster pose on an inflatable raft with a young lady and Vera, who is at far right.

When we asked Max to identify the lady at left, Max's eyes sort of glazed over, and his speech became blurred. He mumbled something about her father being president of Costa Rica, or Nicaragua or some place like that, and that she had gone off and become a successful New York model. Her sister, Max recalled, was injured at the Miss Universe contest when the stage collapsed.

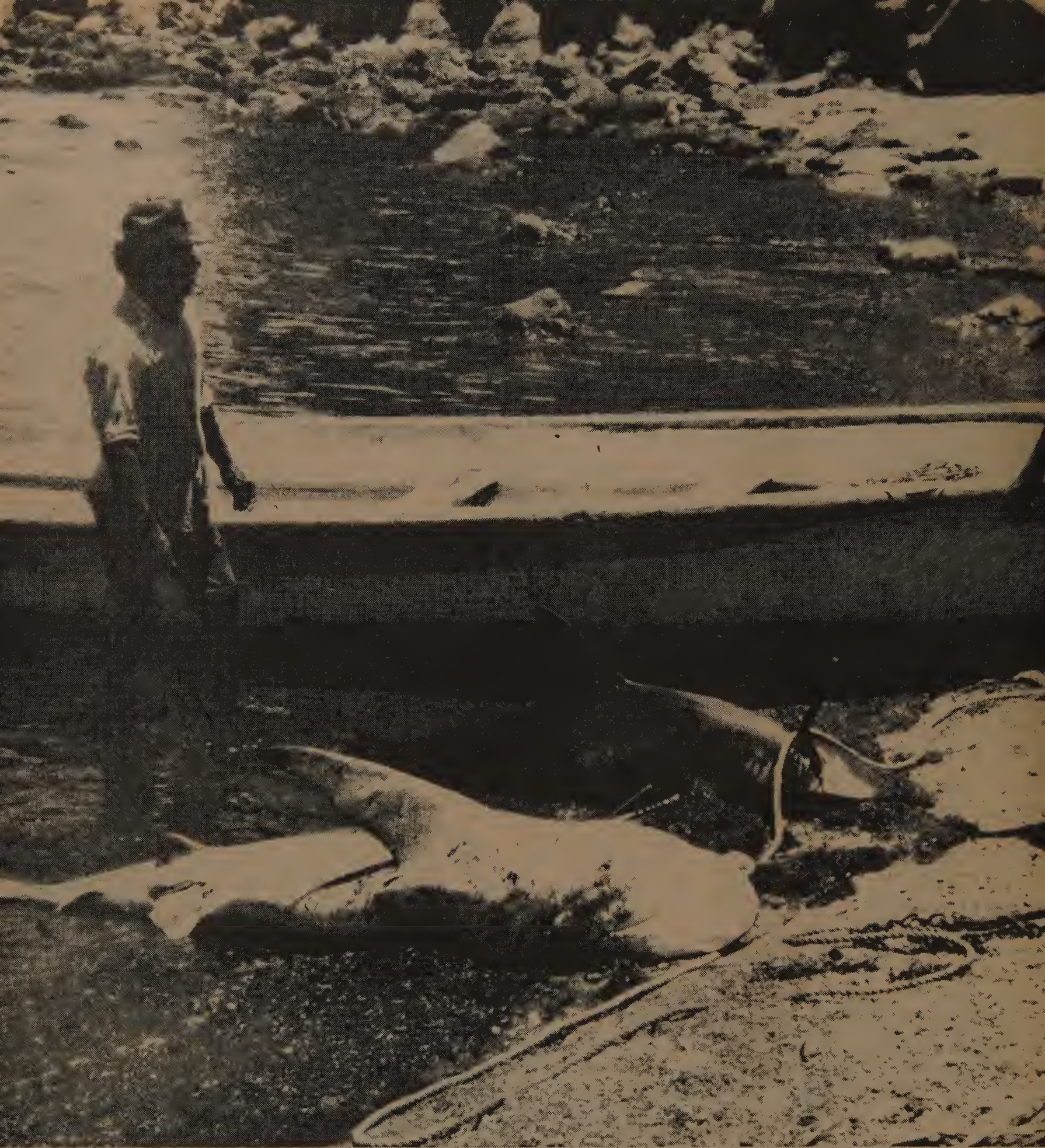
It's likely that Max's speech problem was due to the fact that this woman — like many others — often run around with little or nothing on. Lest any of you are thinking of hopping in your boats to sail to Baja to meet naked New York models, be cautioned that this lady was four-wheeling around Baja in a Ford Bronco. No class, eh?

Vera Zenobi with Jim and Jo from 'Restless,' a 40-ft. cutter from New Zealand, eating at Loreto taceria.

Jim and Jo sailed 'Restless' from New Zealand to Hawaii, then to Alaska and down to Vancouver. After spending two years in San Diego, they are now stopping in Baja before heading back to New Zealand.

How old a cruising boat can you sail around in? 'Restless' was built in 1901. We imagine that it was built pretty well, though.





These are some of the ranchers at Rancho San Martin who harvest sharks. The technique used is a little different than trout fishing.

The men take their pangas out 8 or 10 miles into the Gulf, where they bait the

hooks with whole fish. The lines are very long with about 50 hooks, all equipped with steel leaders. The next day they return in their pangas to pick up the lines and their catch, usually about 7 or 8 sharks which are dried and sold at the

market. If you think maybe they catch 50 or 60 sharks a week, you'd be wrong. Going out and coming back in may only take a day, but if you can imagine what eight sharks hooked on the same line might do, you'll understand why it takes



3 days to untangle everything.

In an interesting cultural note, the gentleman on the right is wearing a T-shirt that says: 3rd Annual PORSCHE vs. CORVETTE Wipeout, 1977. Score: Porsche 0, Corvette 3.



One day at Bahia Aqua Verde a bank of fog rolled in. With daytime temperatures between 100 and 115 and nighttime temperatures getting no lower than 80, everyone dashed over to immerse themselves in the cool fog. It turned out to be hot fog. Max said it was 95 degrees inside the fog which lasted a couple of hours.



Kay Peterson from 'Caprice' dumps her Montgomery dinghy during the American's 4th of July celebration at Escondido. About 40 boats anchored together for small boat races, drinking, and general partying. Highlight of the event was the eating of the roasted pig. One had been purchased in town for the occasion at a cost of about \$7. It was roasted in the local bakery.

The photo below is 'Maverick' anchored at Isla Danzante Primero, Island of the First Dancers. There were Indian dancers here when the Spanish first arrived.



EVALUATION OF SAN FRANCISCO MORA FLEET

We received the following letter in the mail from Donald Goring, one of the founding fathers of MORA (Midget Ocean Racing Association.) If you like impassioned letters, you'll love this one.

Goring is disturbed about what is happening to racing in America, but most particularly with racing in the local MORA fleet. According to Donald, MORA has lost 50% of their membership since he last raced. In the following letter he'll tell you who he thinks is to blame, and what ought to be done about it.

MORA's annual meeting will be held at the Richmond YC on November 15 at 8 p.m. (cocktails at 7.) Donald predicts that it "may be a bit noisy as I am stepping on a lot of toes." You might want to be there, or give him a call at (415) 832-5420.

if a sailor
is an asshole,
announce it at
a MORA meeting.
If an asshole twice,
suspend him
for a race . . .

Well MORA sailors, it appears you have been neutered. "Night candles are damned near burn't out, and so are you."

Absorbed by the YRA (Yacht Racing Association), you must now stand in line, at the back of the line, and wait to be told what, when, and how. And then the deed is with deaden dullness done. The Yea Sayers, the timid of the Bay, these are now the masters of what was once North America's most exciting ocean racing group.

MORA sailors who round the Farallones at 3 a.m. in 30 knots of wind cannot sail inside the South Tower! It is dangerous! What shame for these sheep of the seas. Why is MORA living this tepid, listless, dull, plodding existence?

For a start, because many of those that govern you do not even race. Should you wish action on a MORA problem, you will encounter YRA non-sailors in your way. If you go to your own officers with a problem, you will find non-racers in your way. And this is why the Sage said: "if you no play the game, you no maka the rule".

In 1969 the 73-ft ketch *Stormvogel* with 10-ft of draft veered off course while zipping inside the South Tower, to avoid a small fishboat, and struck a rock. No damage to life or property, but the terrified, the timid, of YRA became more spineless, and Presto! MORA too is spineless.

MORA gave it's freedom to the YRA for respectability? MORA cannot have life, sparkle, when it is controlled by a group whose only interest in MORA is to CONTROL MORA.

What to do? Here MORA is lucky because one Donald Goring is back in town!, with EXPERIENCE, ideas, SPARKLE, WILL, and DIRECTION.

And after an absence of seven years, I wish to play in the ocean again, with my 30-ft cutter *Starbuck*. I do not wish to play with a dying organization.

Now the necessary surgery; to enable MORA to have camaraderie, a squeeze of the hand:

1. Drop the YRA. They need you,

you do not need them. On our own, in two years time we will have 200 members. At \$40 a head that is eight grand to play with. Let us go for it.

2. If necessary break with all yacht clubs so you cannot be pressured. The best clubs will stick with MORA. MORA got it's image by being exciting; being respectable is killing MORA.

3. Ignore the IOR and go PHRF (Performance Handicap Rating Formula). Favor the rank and file, not the expensive Prima Donna. If 60 of our yachts come tearing thru the South Tower into a fleet of expensive Dinosaurs called Six Meters, no big deal. We will roar through them quickly enough and then they can resume their plodding fun. We do not ask for races courses or dates, WE set them and race them.

4. Now a committee boat is not needed to start and finish a race. A participant yacht with a freon horn can become a "Rabbit" that start all off. The rabbit yacht has the favored end of the line.

To finish in an isolated area, the first boat takes it's own time and that of the second yacht. The second yacht takes it's own time and that of the third yacht, etc. Each yachts calls a timekeeper who corrects the watches. A recording machine would do, a Colin Archer would do nicely.

5. All courses should be "by any course". The new and the timid will never progress through protection.

6. Protests: *The Spirit of the Rule*, that is it. *Dispense with the letter of the rule and go for heart.*

Simplify. If two boats touch, both when able do a 360-degree turn. If a port tack boat is caught in a rip and you are in great shape on starboard, why not take his stern and make a friend. If a sailor is an asshole, announce it at a MORA meeting. If the sailor is an asshole twice, suspend that sailor for a race.

Have a fixed Marin rendezvous-raftup prior to *each* ocean race. (Say a spot close to Hurricane Gulch.) Now a yacht coming from Vallejo or Berkeley,

or Redwood City will know where to go, and it will be sunny and friendly. After drinks or dinner, yachts can anchor separately.

Crews will be up early, owners will be in shape and the starting line will be close. San Francisco is North America's most beautiful town, but where a sailor must lie, the city front, it is very, very cold, windy, and in all truth, one must close the hatch, and forgo a squeeze of the hand. . . The fog, the howling wind outside, only gives the sailor forboding, a chill of the promised morrow; the morrow does not promise well.

Now in Hurricane Gulch, tho the wind screams two hundred yards off the beach, we can lie inside the wind's shadow, near the beach and just within the dividing line between fog and sun, and can really, California-style, play the razor's edge.

8. All boats raft up in Half Moon Bay. If a crew goes ashore for dinner, they are not carrying food. So "dock time" is a suitable time to dock them at the start of the next race. 2400 years ago, in Ancient Sparta, even the Kings were not allowed to dine alone, lest they forget their origins.

9. At all MORA meetings have a show and tell, swap and sell period. Help each other. Members bring dessert, MORA furnishes jugs of white and red wine, coffee, and tea.

Proposed Racing Lineup:

I. A first to finish trophy (line honors) with Season's Champion.

Two Classes:

1. MDB (Medium Displacement Boats.

a. MDB one-design if 5 or more starting.

b. MDB open design, prize for each 5 starting to 4th place.

2. LDB (Light Displacement Boats that can plane).

a. LDB one-design, same as above.

b. Open LDB, same as above.

One series of progressive races, short at first, ending with Ensenada in the fall, alternate years to San Diego.

II. MORA - Japanese Challenge Series for 1981.

1. Two classes.

a. below 24-ft.

b. below 30-ft.

U.S. boats selected from a MORA boat that raced the previous season or whose skipper and crew have been members for a year. Invite the Japanese to send guest crews aboard our boats for the 1980 season.

Why Japan? They are our best neighbors, they have top crews and boats, and people will go where they are wanted. Do you want fun? To go down in history? Would you like to race off the Japanese coast?

III. MORA — Potato Patch — Seal Rocks — Extravaganza

1. Race course to favor spectators and gamblers, to wit:

Start at China Beach (near Baker) to marker in Potato Patch, round Seal Rocks, back to Potato Patch, round Seal Rocks, then inside Mile Rock, inside South Tower, then finish at St. Francis. No more dangerous than adultery, maybe as much fun, and it is insurable!

a. \$100 entry fee per boat, with two classes as above (Japan).

b. Winner in each class gets 1/2 the lottery, with 1/2 set aside to finance a team to Japan. Olympic hopefuls may donate their bucks to the Olympic Fund.

c. Commercial sponsors encouraged, with advertising on boat or sails. Gross is O.K.

d. Betting on the beach encouraged, boats can have sponsor names.

This would be an exciting rough water race, fit for Kings, and Queens! MORA would be in the news. "oh look at me! look at me now! Oh it's fun to have fun, but you've got to know how!"

Yes, I am a sailmaker. Yes, if I wanted to make money I would work with 40-ft boats and not annoy the YRA.

So what to do?

I would need to wear two hats for two

years. I would want to be:

1. Race Chairman. Which means control on MORA yearbook, posters, advertising, trophies, special races. This is necessary to keep the sparkle consistent and costs controlled.

II. Safety Officer. As I am creating the flak, I think I should best withstand it. I am for no engines required, low lifeline if desired, no expensive gadgets . . . I am for practical demonstrations, in the water demonstrations, etc. . .

Cost: In the past I produced the yearbook and posters. As of August 1979 the quote for 500 posters and 300 yearbooks is around \$500. My time is free. We would form committees and members would have to work their butt's off. It was done before, and with no better members than you have now. Two years. From a ho-hum status quo

in ancient Sparta
even the kings
were not allowed to
dine alone,
lest they forget
their origins. . .

MORA EVALUATION

when lowering the main
to reef a pawl in the
winch failed and I drove
my fist into my mouth . . .

to blazing life. Gads!

The CCA (Cruising Club of America) came into being because a small group of meter boat types were strangling East Coast Yachting. MORA came into being because Olin Stephens controlled MORC and they would not yield to our demands on safety items, like the height of lifelines (we crawl offshore here, not stand). The IOR is dying and MHS will eventually take its place. Olin has lost his ability to hold back new development in yachting (he held off light boats since the 40's).

The San Francisco - Santa Cruz area is unique in America: Big winds, big seas, men who create outside the rules. Those who do it become the experts. We survive, learn, make our own rules. Go it alone. PHRF is workable and cheap. We encourage the future while retaining only the best of the past. MORA can do it. MORA plus Santa Cruz is the future. We do not ask for the future, we take it. Lead the way. The others will follow. In MORA's beginning St. Francis YC stood behind us. If we

we encourage the future
while retaining only the best
of the past. MORA
plus Santa Cruz is the
future.

are the best, they will again.

Give me a two-year vote of confidence. Make if you wish, your other officers conservative. Klitza is a good man, and a knowledgeable one.

Who is this critic of MORA and what has he done? In 1954, a year after I left the philosophy and history department of the University of Washington, and a year after becoming a sailmaker's apprentice, my ocean sailing began. With the owner, I left Seattle bound for San Francisco on the 24-ft gaff topsail cutter *Wanderer II*. We took an offshore route, and 130 miles out it began to blow. We hove to each night for 10 nights, then started in for California. Four days later the engineless cutter arrived in the Bay, with a happy crew on-board.

My next trip south, there were three of us aboard a light-displacement 60-ft Garden sloop, *Mata Hari*. It was a fast, uneventful trip.

Late October of 1957 saw me and several others hove-to off Cape Blanco

in southern Oregon, aboard the 63-ft yawl *Indra IV*. In this storm I discovered prolonged vomiting will dye Dacron sheets green. I also discovered the faults of the old style wire halyard winches, and new, untried gear. When lowering the main to reef, a pawl in the winch failed, and I drove my fist into my mouth, breaking several teeth. My interest in yachting was beginning to wane, but the trip in the same yacht across the Gulf of Mexico washed away northern sins.

Racing and sailmaking in the Northwest became dull to me, so in 1961 I entered the Bay scene. In the mid-60's I had the good luck to be sailing master on the 110-ft schooner, *Le Voyageur*, sailing from Central America to Victoria, and then back down the coast to Mexico. She had 16 feet of draft, 130 foot main mast, and I learned much from her.

Then it was back to Bears, Tritons, and the little cutter *Esprit*. I raced in the last year MORC was in existence, aboard a Cal 20. Buying a Gladiator 24, *Growthtiger*, I joined in the protest that was to found MORA, and became safety officer. At this time a large boat was 24 feet; MORA changed very rapidly when the very fast Cal 28 arrived.

After years as safety officer I became vice commodore. As special race chairman, I created the Singlehanded Race, the Gulf of the Farallones Race (I tried to solve the problem of how to round the Farallones, and so: S.F. to Drakes Bay, spend the night, round the Farallones, to Half Moon Bay, spend the night, then home). Next I created the Newport Race, posters and all, then the 500 mile race to Ensenada. Part of the thrill of each race was having no prior knowledge. I acquired many skills doing this work, especially with magazines and papers. MORA at this stage became much talked about and it was exciting.

A clarentist from the S.F. Symphony pushed MORA one step further. Don Carroll showed me a book from the Philosophical Society of England. It was *High Speed Boats*, and in that book was

described a small, ocean-going keel boat capable of planing. The boat was *Black Soo*, a Zee-eel class cutter of designer Van de Stadt of Holland. Capable of 23 knots, photographic evidence in the Bay of Biscay while racing. I wrote Van de Stadt, and MORA members Hal Nachtrieb and Ralph Nobles agreed to have it built. Hal called it *Williwaw*. A tough boat to sail. I get sick when in the ocean, but Hal got even sicker. Not a winning combination. On a trip to Germany, Hal got a new wife, a new tuba, and sold his interest in the cutter. Ralph and I changed the name to *Starbuck*, got it rated at 32.5, and finally got the boat going. Thirteen firsts in 13 starts in our last season. Feeling high, I issued a challenge in the Examiner in 1968: \$400 one each apiece all round, St. Francis round the Farallones and home. Winner take all. No takers.

However, a rustic from Santa Cruz, one Bill Lee, was fairly pissed at all this. He scaled up a 505 and presto! Like *Magic* came a 2,600-lb, 30ft waterline hovel with aluminum keel boats. She was the fastest boat around, and I did not renew my \$400 offer. At the same time George Olsen and Wayne Kocher took a Francis Herreschoff ideal, and 2,200 pounds later the pretty *Grendel* was born. So all three boats raced in MORA. But not for long. MORA's new officers banned one-off boats, and put them in a special class. Lee and George went home. Ralph and I were left with the only boat in our class, always first or last, so we sold *Starbuck*, and left the racing scene. Soon I went to Canada, and Ralph went to building a 40-ft, 29-knot *Starbuck*.

In 1974 I emerged from my sailmaking in the bush to be sailing master (and to make sails) aboard ex MORA member Russ Kubiaks *Namu*. We took first in Calss A and set a course record on the Victoria-to-Maui Race.

In 1976 I said to hell with ideal boats and bought a 43-ft Skipjack ketch and sailed it to Alaska, arriving in December. It was so nice a trip I then bought a Coronado 35 and arrived in Alaska

forty and sixty foot
yachts are difficult and
dangerous in these waters,
we must not listen to those
who sail large yachts.

again in the dead of winter, with 10 inches of snow on deck, the weather 3 degrees above zero, and it blowing a gale. The summer of '78 saw the yacht head south with myself and a competent girl as crew. With no engine we sailed the maze and rapids of the inside passage, arriving in Seattle a month after starting, filled with great respect for the sailing qualities of Bill Tripp's design.

Now the spring of '79 finds me back home in the Bay scene, racing on various boats and looking around. I have found MORA exists, but not with much life. I find your Commodore boxed in with the establishment. (Most of these thoughts I have already expressed to him.)

All of my proposals are practical and can be done within the time asked. Why bother at all? Coming so fresh from the bush and the still, haunting beauty of the misty fjords, I feel we have to replace what nature has not provided. The Gods were not kind to the coast of California. There are no cruising

grounds, no islands, no roaring rapids that do 16 or 20 knots, no bears to count on the beach, no fjords that wander 100 miles with snug coves every 30 miles. Nature was not kind to our coast, and so California sailors must race. We must take what beauty we can, create our own excitement, create our pleasures, and under very difficult conditions at that. We sail within 30 miles of the 8th most windy spot in the world (Point Reyes), have but one harbor in 85 miles, sail in very cold water, with big seas and high winds.

The men and women who sail these water in very small boats are the only source of knowledge. Forty and sixty foot yachts are difficult and dangerous in these waters. We must not listen to those who sail large yachts, or to those who do not sail at all. Now sail these waters we must. Let us do it safely, with great skill, and quickly. Finally comes camaraderie and pride. MORA is alive and fun.

What say you? What says the last two years?
Donald Goring

the gods were not
kind to the coast of
California, there are no
cruising grounds, islands,
rapids, bears, fjords . . .

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FOGHORN

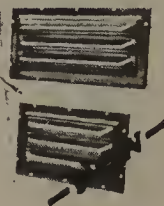
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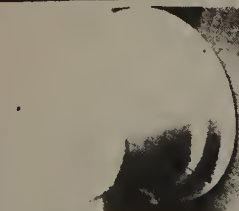
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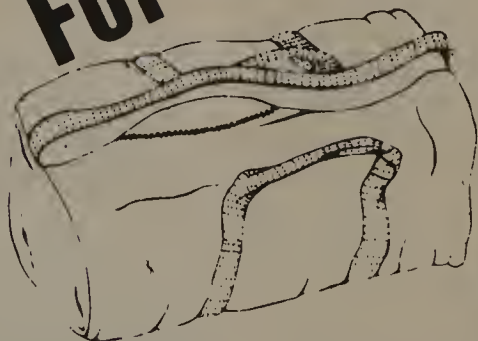
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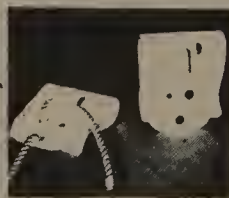
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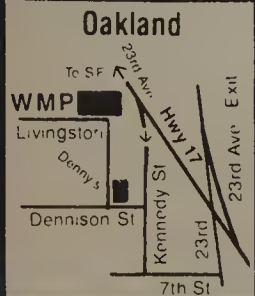
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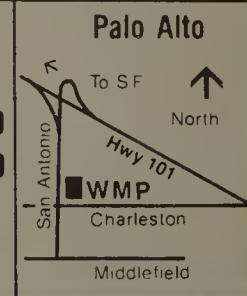
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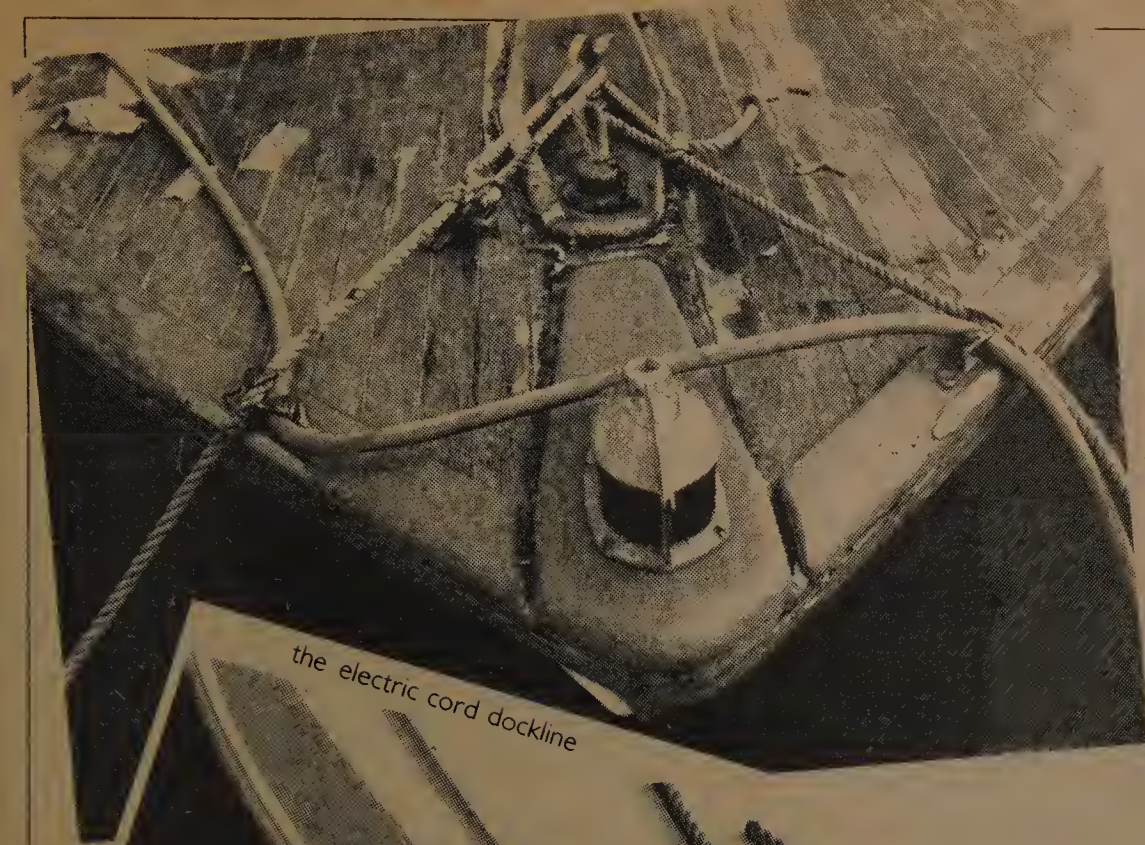
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OH, KNOTS!

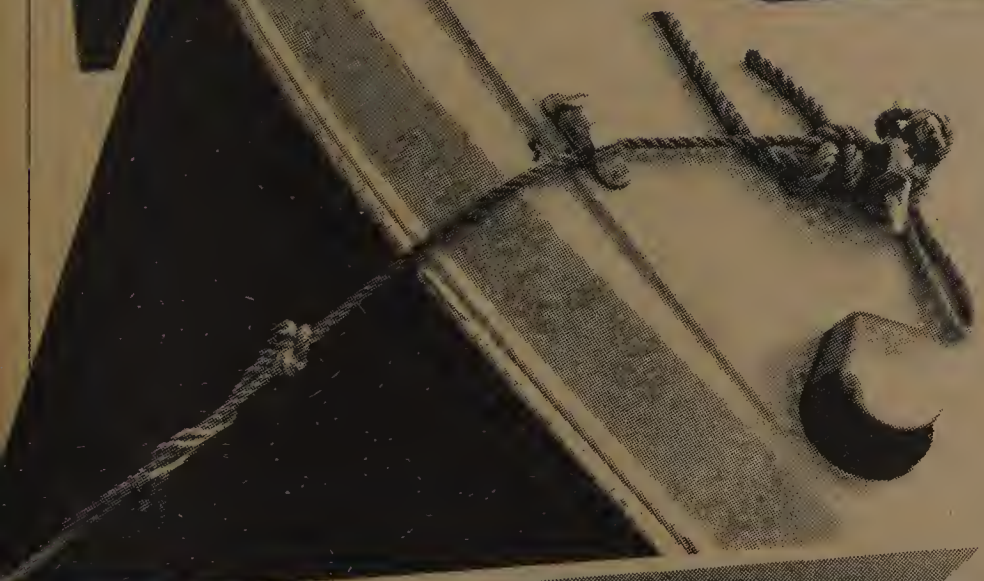
Folks, it's winter. With winter you get storms and high winds out of the south as well as the north. Naturally, these winds have a different pattern than the summer's prevailing westerlies. Every year a few boats are rammed around and smashed up a bit because some careless owner ties his boat up badly expecting that it will blow from the west all year.

We walked down on a finger of one marina and took these pictures of how some boats were tied up. Actually, these weren't tied up very well for any wind at all. Why not be kind to your boat and your neighbor's boat? Make sure your boat is secure with adequate dock and spring lines. Now is the time to check your lines and the possibility of chafe.

Those of you who are particularly observant will notice that all these inadequate lines are on powerboats and may point out that it only figures since the average powerboater doesn't have any more sense than a turnip. Well, that's true, but there are a few sailboats badly tied up, too.



the electric cord dockline



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just about the last straw



using dental floss is false economy

WINDJAMMERS

Hearty gourmet dinners, eggs benedict for breakfast — on an ocean race? How about hors d'oeuvres and hot puupuus on the weather rail? Each year the people who sail the Windjammer's Race from San Francisco to Santa Cruz look forward to such culinary adventures — everyone except *Merlin's* crew, whose 3 a.m. finish precluded breakfast. The rest of the fleet had about 12 more hours to enjoy galley delights. It wasn't hard to cook down below — no gimble on the stove, no lee strap, and nothing falling on the floor — ideal early fall Windjammer's weather.

The Windjammer's is laid-back and geared for fun. For example, those who wish to transcend the fickle nature of ocean winds may enter the power allowance division — and do their transcending to the throb of their engine. More traditional racers look forward to a long three-day weekend — actually stretched to four days with the Friday afternoon start — of sailing, partying, and relaxing.

This year's race was super slow and most of the IOR and PHRF boats did not make the Santa Cruz finish line by the Saturday at 1600 cut-off time. *Merlin* corrected out first in IOR, with Randy Parker's Santa Cruz 50, *Chasch Mer* second, while Carl Schumacher's

'Petrified,' with owner Phil McGinn (left) and Bob Thomsen, (right,) builder.

The bridges out of San Francisco are packed on Friday of a three-day weekend. Going out under the bridge, as you can see, is not bad at all.



Quarter Ton champ, *Summertime Dream* took third. *Coefficient*, L. and M. Timpson's C&C 35, was the one and only PHRF/OYRA finisher. Bill Rankin's Nor'West 33 from Alameda took first overall and first in Class B in the power allowance division. So much for the computer . . .

Santa Cruz harbor has a circus atmosphere, especially during Windjammers. Boats raft up with their Windjammer flags fluttering, tired sailors in shorts and T-shirts sun themselves and wander into Walter's on the wharf, the Portuguese sausage and fried calamari hangout. Over on *The Spirit of Bombay*, Chris Corlett and the boys catch up

TO SANTA CRUZ



bluffs rising from a sandy beach, and acres of dark pines reaching up through meadows to hills beyond. It's isolated. This year a waning moon cast a thin romantic silver shadow across the water.

Five miles south of Pigeon Point and 18 miles NW of Point Santa Cruz, Ano Nuevo is easy to find. The *Boating Almanac* refers to the point as such: "formed by sand dunes 20 to 100 feet high, with a low black rocky island 0.3

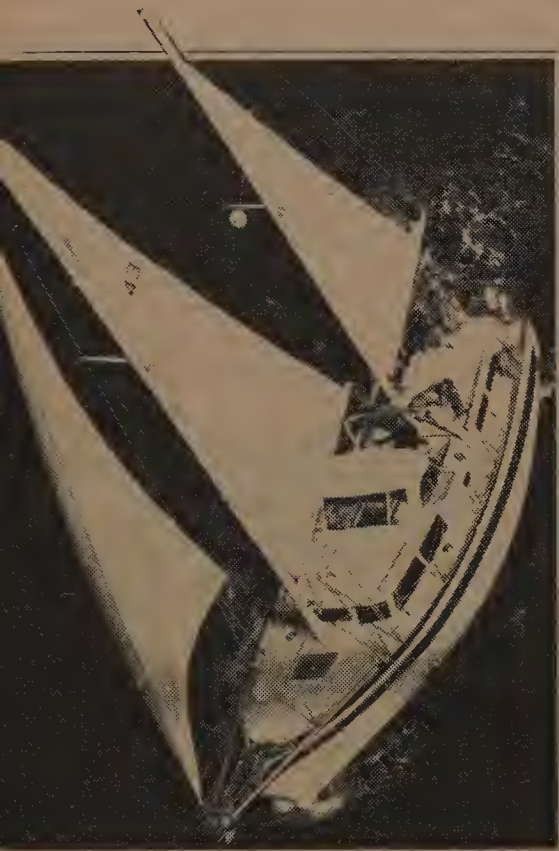
Sailing down a well-beaten path.



on back issues of *Hustler*. We're serving Bloody Mary's on *Petrified*, while Bill Lee and the *Merlin* gang on F Dock have tapped a couple of kegs. That evening the Santa Cruz YC hosts the boisterous annual Trophy Party and Barbecue for the Windjammers and all the locals who happen to gather.

Sunday morning means a run to Safeway and thoughts of heading home the easy way. There are few safe anchorages between Santa Cruz and San Francisco, but Ano Nuevo is secure in all but a southerly blow. It will be the second time we on *Petrified* will have used the anchorage while cruising up the coast. It is a beautiful spot, with big

WINDJAMMERS



Jim Hayard's Freeport 41, an unconventional ocean racer.

mile off the point. Abandoned red-roofed houses and a square 49-ft white tower occupy the island. A lighted whistle buoy is about 0.8 mile south of the tower. Foul ground extends NW and SE from the island in the form of a kelp bed and reef, breaking the force of the swell in the bay. Anchorage with protection from N and NW winds can be had in the bight south of the point in 8 fathoms of water."

Navigating into Ano Nuevo Bay from the south is basic, as you follow the shoreline into the curve of the bay and anchor close to shore in a depth of 25 feet. When leaving the bay for north, boats should head south a short distance, then out and around the whistle light, all to avoid the reef and kelp.

We anchored with a gentle surge rocking the boat, after 5 hours of motor-sailing from Santa Cruz in choppy seas. Out came our appetites and then the crackers, wine and cheese — all eaten to the music from our tapedeck and the squawking of the Ano Nuevo Murres. I prepared the rest of our dinner, roast beef and potatoes, and set on the top our the engine box — a Half-Tonner's dinner table. Starved, then satisfied, we

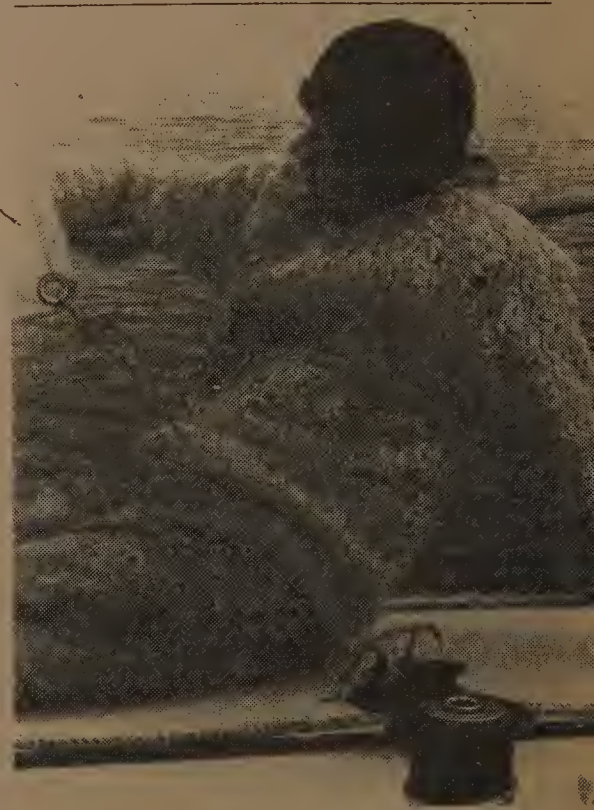
retired to our sleeping bags, grateful for an overnight pause in the trip back to the bay.

Phil had the anchor chain clattering up the hull at 6:30, so crew Fred Gibbons and I hastily got dressed and on deck to help haul and lookout for kelp. Heading north in the morning mist, the water was a cool gray with not so much as a ripple marring the glassy surface. Seals barked, otters basked, and sharks of all sizes were feeding around us.

Five miles up the coast at Pigeon Point we drank coffee and munched on cantaloupe in the face of the rising sun. At Pillar Point it was tomato and cheese omeletes and hot rolls — all from the trusty Shipmate. Just in time, too. The wind and seas were picking up. Ten hours after departing Ano Nuevo, it was cold beer and a No. 4 genoa as we whistled under the Gate.

Easy go away, easy come home.

naomi mcGinn



Light winds off the coast.



Some silver on Bill Rankin's Nor'West 33.

Out of Santa Cruz, the Columbia 50 'Robon.' (We think.)

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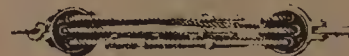
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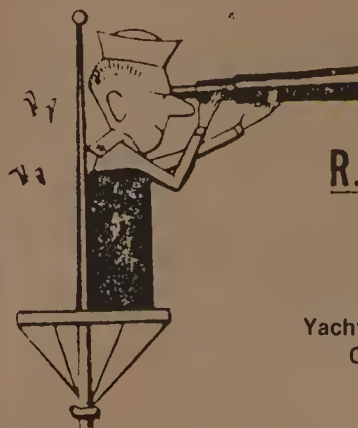
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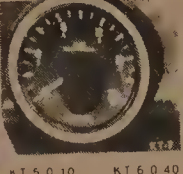
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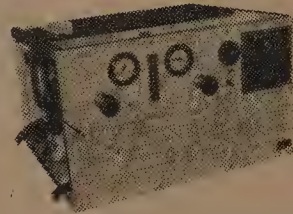


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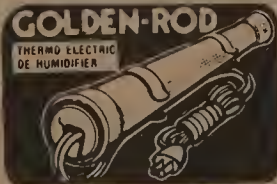
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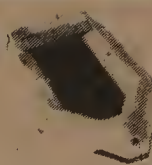
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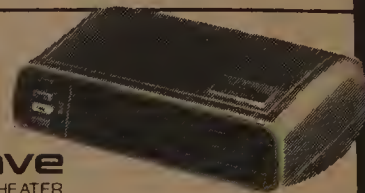


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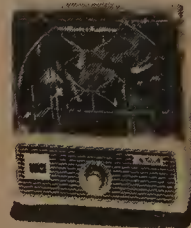
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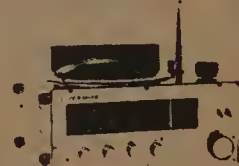
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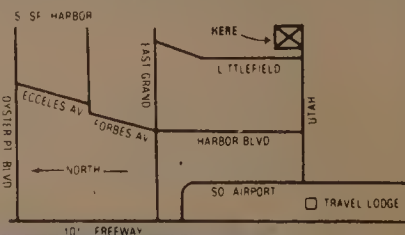
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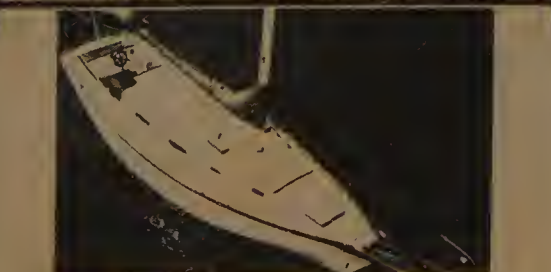
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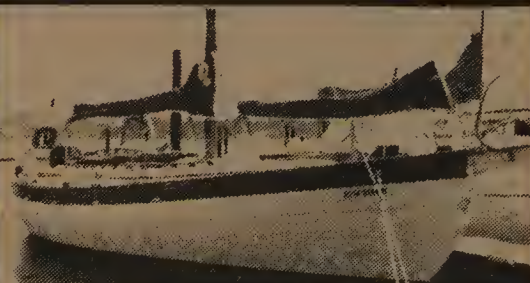
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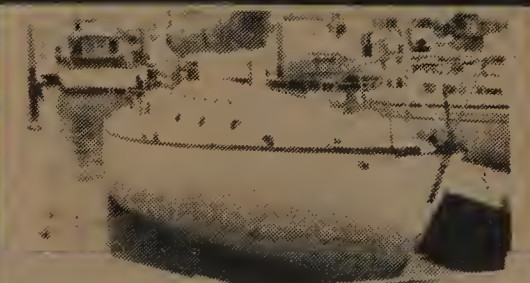
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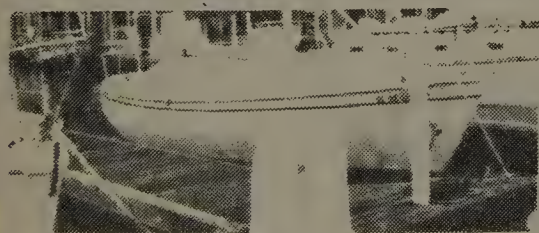
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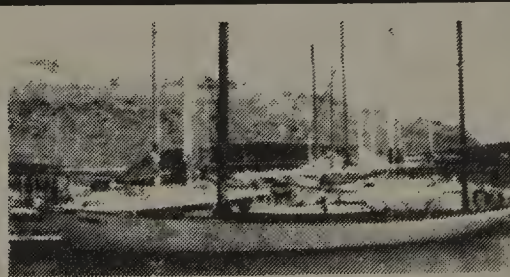
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BROKERAGE BOATS

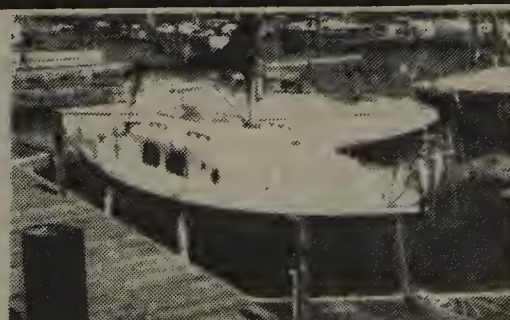
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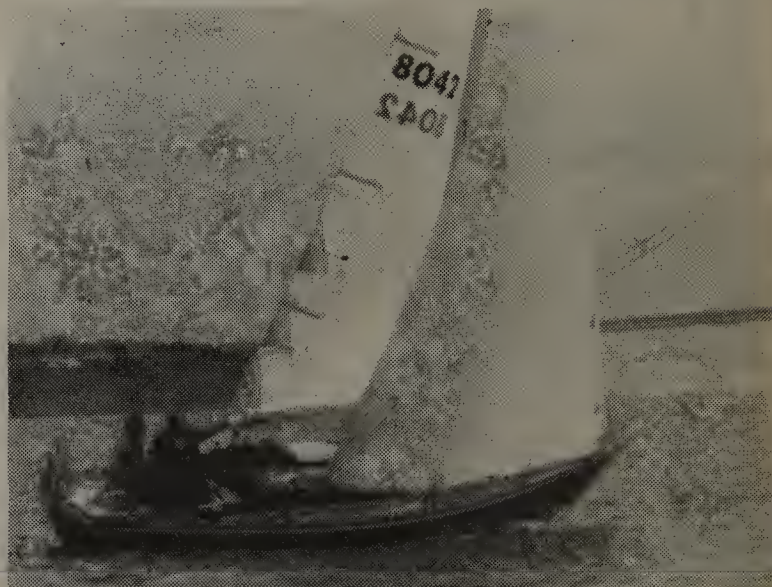
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